

Volume 4 b

GLOBE 1/1/31

CURLEY PLANS GIVEN CONRAD INDORSEMENT

Retail Trade Board's Head Approves Developments

Regards Thoroughfare Projects as Necessary to Future City

Indorsement of Mayor Curley's petition for legislative authority to undertake in the course of this year at least \$6,000,000 worth of the Boston City Planning Board's so-called thoroughfare plan is contained in a statement issued yesterday by Pres Sidney S. Conrad of the Boston Chamber of Commerce Retail Trade Board.

Items of this program specified in the Mayor's petition upon which the new Legislature will take action early this Winter are the widening of Char-don and Merrimac sts, the making of a traffic circle in Haymarket sq, and construction of the first "leg" of the double-decked highway between that square and the line of State st, as well as the widening of Albany st and the creation of a circle in the Castle-Mott-Way sts area and also one at Arlington sq.

The Conrad Statement

Pres Conrad's statement asserts: "The City Planning Board's recommendations for street and highway development will effectively give access of motor vehicles to the city's business centers, and release the stranglehold which traffic congestion has laid on all transportation and business. Our forward-looking, courageous Mayor realizes that no natural obstacle exists to prevent Boston from growing as prosperously as any other city if it is given the necessary facilities.

"Numerically the group opposing this program is small. Well-meaning enough, this group sees only the initial

cost or improvements and fails to calculate the returns.

"The projects which the Mayor proposes are all contained in the thoroughfare plan, copies of which may be had at the Planning Board's City Hall office. Understanding of this plan immediately dispels the bogie of extravagance, since one finds that the improvements called for will add practically nothing to the tax rate. Expenditures proposed under this plan during the next decade are but little more than the city spent for similar purposes during the past decade.

Projects Coordinated

"The great advantage of this plan is the assurance that the projects undertaken will be coordinated so as to give most relief to the city as a whole. The long-term view must be considered—what will Boston be 25 years from now? Having found out what is needed, shall we set about to make the necessary improvements or shall we limp along on a pinch-penny policy of procrastination?

"If the building of the Central Artery five years ago had not been blocked, the city by today would already have saved its cost by relief from traffic delays alone, and property values throughout the area served would have increased by reason of new building, instead of declining as they have done.

"The improvements which are asked for must come. Business cannot continue to pay high rents and big taxes on city property unless people and goods can be brought into the city more easily than is possible today. Again we have an opportunity to secure this much needed improvement."

recorded that we are highly gratified with the accomplishments of the Department of School Buildings during the past year under your able superintendence.

"You have shown leadership of an exceptionally high order, and have created among all the employees of the department a fine spirit of cooperation, which has resulted in a very high degree of efficiency in all branches of department work. We wish to record not only our satisfaction with your individual accomplishments, but also the fine work of everyone in the department.

"During the year the department, under your superintendence, completed three schools started by the former

Schoolhouse Commission, started and completed additions to five schools, and has now under way the erection of five additional schools, with several others planned for early awarding of contracts. The buildings completed this year have resulted in the provision of 4500 additional seats and the vacating of some 58 portables and 20 hired rooms.

"By a change in the specifications, eliminating certain specified proprietary articles, competition was encouraged, with resulting saving of money. The small amounts for extras allowed contractors during the year show how carefully the work was planned and supervised.

"We are especially gratified in having a new and ample storage warehouse, where furniture taken from the schools may be repaired and salvaged, which is bound to result in the saving of a large sum of money.

Nearly \$4,000,000 Expended

"The Department has expended during the year nearly \$4,000,000. Some 16,000 orders for work were issued, and, even where the law did not require advertising, you secured informal competition for repair work. Some 600 Boston tradesmen and contractors benefited by the manner in which you distributed the repair work of the schools.

"During the year we have heard most favorable comments, especially from the masters of the schools, on the manner in which their requisitions have been speedily and satisfactorily complied with.

"We wish to record our satisfaction at the close of the year's work in this rather personal way. We are confident that the accomplishments of the past year will be surpassed in the year 1931."

ROURKE PRAISED FOR FIRST YEAR'S WORK

Commissioners of School Buildings Send Letter

Superintendent of Construction

Thanks Department Employees

MAYOR
CURLEY OFFERS
A 1931
RESOLUTION



The Board of Commissioners of School Buildings, through Richard J. Lane, chairman, sent a letter to Louis K. Rourke, superintendent of construction of the Department of School Buildings, yesterday, highly praising the accomplishments of the department under his leadership. The occasion was completion by Mr Rourke of his first year as superintendent of construction under the new system of constructing schoolhouses in Boston.

During the afternoon, Mr Rourke addressed a gathering composed of employees of the department, and thanked them for their cooperation during the year.

Letter to Rourke

Chairman Lane's letter to Supt Rourke reads in part:

"The members of the Board of Commissioners of School Buildings, at our meeting yesterday, desired to have

MAYOR TO BROADCAST INAUGURAL ADDRESS

For the first time in the history of the city, amplifiers will be installed in the City Council chambers at City Hall Monday to broadcast Mayor Curley's annual address, the so-called inaugural message, to the Council.

Over Station WEEI, the Mayor will broadcast his speech from 2:05 to 2:50 o'clock Monday afternoon, giving him 45 minutes to roll out a message of 5000 words, outlining his programme of municipal improvements for 1931.

Post 1/1/31

CALLS FOR COURAGE

President Conrad of Retail Trade Board Says City's Growth Must Not Be Hampered by Timid-Minded

Sidney S. Conrad, president of the Boston retail trade board, in a statement calling for courage in the New Year, declared that Boston's growth must not be hampered by timidity hiding behind the righteous term of conservatism.

His statement, issued yesterday, is as follows:

"Nineteen hundred and thirty-one in Boston, will open with a contest between those who see in Boston the possibilities of a prosperous growing city and those who hide their own timidity behind the more righteous term of conservatism. Probably in no other major city in the country would the particular issue in question furnish the basis even for argument, for it concerns necessary and economical improvements which will allow the business of the city to have unrestricted growth.

"The main discussion will probably centre over the recommendations unanimously made by the city planning board for street and highway development which will effectively give access of motor vehicles to the city's business centres, and release the strangle-hold which traffic congestion has laid on all transportation and business. On one side we have a Mayor who is forward-looking and courageous. He realizes that no natural obstacle exists to prevent Boston from growing as prosperously as any other city if it is given the necessary facilities. On the other side are certain well-meaning but timid individuals who see only the initial cost of progressive improvements and fail to calculate the returns. Numerically this opposing group is small, but the wall they set up always gives a magnified impression of their importance.

Duty of Every Citizen

"It will behoove every citizen to make a personal and careful study of the issues at stake. The thoroughfare projects which Mayor Curley proposes are all contained in the thoroughfare plan, copies of which may be procured from the City Planning Board at City Hall. Understanding of the plan immediately dispels the bogie of extravagance for one finds that the improvements called for will add practically nothing to the tax rate. This is no matter of guess work, but the result of a reliable financial plan developed by Gaylord C. Cummin, who has done work for the Boston Chamber of Commerce and who is a well known authority in this field.

"Examination of the plan also will show that the expenditures proposed during the next decade are but little more than the city spent for similar purposes during the past decade. The great advantage of the plan is the assurance that the projects undertaken will be co-ordinated so as to give most relief to the city as a whole. In a matter of this sort the long term view must be considered—what will Boston be 25 years from now? Having found out what is needed shall we set about to make the necessary improvements or shall we limp along on a pinch-penny policy of procrastination?

"What will Boston be 25 years from now if the influence of a few timid people whose pocket nerves are more sensitive than their sense of vision is allowed to govern?

If They Had Not Blocked It

"If this same group had not blocked

the building of the central artery five years ago the city by today would already have saved its cost by relief from traffic delays alone, and property values throughout the area served would have increased by reason of new building, instead of declining as they have done.

"Again we have an opportunity to secure this much needed improvement. The Mayor's bill of appropriations will include a sufficient sum to make an effective start this year. It is a fair statement that the majority of property owners who really understand the issue are squarely behind him in the project. The only danger of a second failure is among those who habitually close their minds to any suggestion of large expenditure, refusing to see the ultimate loss which their action will bring on themselves.

"The same statement applies to the entire metropolitan area and the rapid transit problem which is involved. Suburban as well as central development of the city depends upon the business health of the city centre. Business cannot continue to pay high rents and big taxes on city property unless people and goods can be brought into the city more easily than is possible today.

"The improvements which are asked for must come. Inasmuch as their benefit extends into the far future, so also should their cost. The policy of financing only with short term bonds, which has been so marked previously at the State House, should, in my opinion, be changed with respect to such permanent improvements and the expense of making necessary permanent improvements should be extended through the future period to which their benefit will be felt."

FOR PAY RAISE FOR GOVERNOR

Mayor Will File Bill Making It \$25,000

A move to increase the Governor's salary from \$10,000 to \$25,000 a year was started last night by Mayor Curley, who announced that he will appeal to the incoming Legislature.

The Mayor directed Corporation Counsel Samuel Silverman to draw up a bill to be filed without delay at the State House for this purpose. Commenting on the proposal, the Mayor stated, "I shall be most pleased to present the bill, as the work is of such a dignified and honorable character that the compensation of the leading official of the Commonwealth should be greater rather than less than that which is paid to the chief executive of one of the State's subdivisions."

The Mayor referred to the fact that although Boston is but a lesser division of the State, its Mayor receives \$20,000 a year.

\$6,000,000 EXPOSITION POSTPONED

Columbus Park Show May Be Held Later Than June

Indefinite postponement of the proposed \$6,000,000 New England States Century of Progress Exposition, which had been scheduled to start at Columbus park, South Boston, June 16, was announced yesterday by Mayor Curley, following a conference with the directors of the exposition corporation at City Hall.

SUPPORT LACKING

The Mayor stated that it was "vitally important" that the exposition be held some time in the future, but he explained that the support of the proposal for this year had not been as enthusiastic as had been anticipated.

In his public statement, the Mayor said:

"The project for a New England States Century of Progress Exposition at Columbus Park, to be held between June 16 and July 16, 1931, has been postponed. The co-operation that it was anticipated would be received from the beneficiaries of an exposition of this character, namely, the business interests of New England, has not been as enthusiastic from the standpoint of financial aid as it was anticipated. A very excellent reason, no doubt, is responsible for this condition, namely, the programme of curtailment which has been deemed necessary due to the industrial depression in evidence during the year 1930.

"The necessity at some future time of conducting an exposition of this character when industrial conditions have improved must be self-evident to every student of industrial New England. The position which New England occupies from the standpoint of historical treasures and from the standpoint of an inviting climate are known to America and the world. It is vitally important that at some time an industrial exposition be conducted so that America and the world may be equally as well informed as to the contribution and the position that New England holds in this particular field of activities."

Post 1/1/31

Welcome on the Common

Mayor Curley Recalls Hardships Endured by Pilgrims and Asks that People Today, Inspired by the Lesson Taught, Approach Daily Tasks With Courage

With horns, whistles, chimes and cheers, several thousand revelers at the Parkman bandstand on the common last night heralded the arrival of 1931, following a full minute of silence in respect to the departure of Boston's tercentenary year.

The municipal observance of the passing of the old year and the arrival of the new was acclaimed the best in the recent history of the city by the crowd that participated in the programme from 8 o'clock until midnight was sounded by the exploding of a giant bomb on the common parade grounds.

Carolers and Band

Special tercentenary features were introduced by Director of Public Celebrations J. Philip O'Connell for the 300th anniversary celebration. The Frog Pond was illumined with myriad lights and around the municipal Christmas tree, sparkling with 2000 multi-colored lights, strolling carolers under the direction of Leon E. Baldwin led the community singing of "Auld Lang Syne," and other appropriate numbers during the evening.

For two hours, starting at 8, the crowd listened in on the best New Year's radio broadcasts coming through the Parkman amplifiers from various sections of the country, and for two hours more "Jimmy" Coughlin's 101st Veterans' band played out the tercentenary year.

Sharply at 11:59, Chairman Henry I. Lazarus of the citizen's celebrations committee, called for the tribute for the parting year and the thousands of men, women and children hushed for 60 seconds as 12 notes were struck on the giant brass gong at the bandstand, and the exploding bomb sounded the arrival of 1931, which was ushered in with a general clamor.

That Boston's message might be heard by the additional thousands in their homes, Mayor Curley selected the WBZ radio station to deliver his New Year's greetings at 11 o'clock, which were received by the crowd on the Common through the bandstand amplifiers.

A Lesson From the Past

As he opened the tercentenary year in his inaugural address last January so did the Mayor close it last night, recalling the words on the city seal, "As be to us."

Massachusetts Bay Colony, and to glean Relating the experiences of the Pilgrims travelling 3000 miles across the ocean in tiny boats to endure endless hardships for the establishment of liberty, the Mayor suggested that "the cowardly present" with its psychology of fear at recent economic disturbances might well "glean a lesson from the courageous past."

In his radio greetings, the Mayor stated, "It is an exceeding pleasure, as Mayor of Boston, to extend in behalf of the public celebrations committee and the citizenship, the sincere wish for a happy and prosperous New Year to everyone."

"The year that is passing has been replete with the vexations and disappointments that, rightly understood and accepted, are a part of life, and that teach a lesson, which, properly understood and accepted, cannot be other than helpful. It is most unfortunate that the majority of us during the year 1930 have permitted fear rather than faith to govern our thought and action."

"As citizens of Massachusetts we have this year been privileged to observe the tercentenary of the founding of the Massachusetts Bay Colony, and to glean a lesson from the courageous past that should be of service in the cowardly present," said the Mayor.

Hardships Founders Endured

"The founders of the Massachusetts disaster and death ever present, across Bay Colony journeyed in tiny ships with 3000 miles of ocean, that they and their posterity might enjoy the privilege of liberty."

"That liberty which they sought and the free government which, as a partial consequence of their efforts, was ultimately established were most dearly purchased," the Mayor declared. "We are prone in our day and hour to consider our lot as unduly severe, but great as may be the hardships confronting us, they are as nothing to those suffered by the founders."

"They were required to enter a strange land, where the natives were none too friendly, the soil none too generous, the climate most rigorous, and with the grim spectre of starvation, disease and death ever present."

Faith Preserved Them

"The faith in God that preserved them in their hour of trial and that gave to the world the American republic is our sacred heritage," said the Mayor. "In the day of greatest adversity, it inspired hope, infused courage, wrested victory from defeat, and leavened the sting of sorrow."

"Would that we in our day of prosperity might pause and reflect upon the story of the past, and, inspired by the lesson it teaches, approach our daily tasks with the cheerfulness, courage and confidence necessary to achieve success."

"Upon the seal of the city of Boston," concluded the Mayor, "one reads 'As God was to our fathers, so may he be to us,' and in extending the wish for a happy and prosperous New Year to everyone listening, I likewise extend the wish and thought which the wording of the seal conveys."

BUILDINGS FOR 4500 PUPILS

Provided by New Commission in First Year

During the first year of its administration the new department of school buildings removed 58 portable schools and provided modern buildings with permanent seats for 4500 pupils, it was announced last night by the new commission of school buildings, in a report for 1929, paying high tribute to Construction Superintendent Louis K. Rourke.

Following the abolition of the old schoolhouse commission the new department in 1930 expended almost \$4,000,000 and saved thousands of dollars for the taxpayers through the new system of competitive bidding by independent contractors, the report stated.

The new department completed three school buildings which had been started by the old commission, commenced work on five other new school houses, and completed plans for the construction of five more.

In addition to taking 4500 pupils out of portable buildings the new department also stopped the hiring of 20 private school rooms, and provided a new warehouse for school property, replacing the old buildings where desks, chairs and other paraphernalia was either stolen or destroyed by weather conditions.

In the expenditure of the \$4,000,000 Superintendent Rourke provided work for 600 tradesmen and contractors of this city, giving more than 16,000 different jobs to the lowest bidders, the report stated.

HERALD 1/1/31 ABANDONED

Boston and New England have been cold from the first to the idea of a New England States Century of Progress exposition. For one thing, the time was not propitious. For another a first-class exposition could not be prepared before June 16. For another, the plans seemed to lack definiteness. The individuals and business firms of Boston who subscribed did so rather from a desire to co-operate with the mayor than from a conviction that the undertaking would be successful.

Difficulties surrounding the very energetic go-getting gentlemen from the West who was to have supervised the exposition gave the whole project a rather bad flavor. The lack of interest on the part of non-Boston firms, without whom the show could not have been altogether successful, was sufficient reason for the directors to decide on a withdrawal before commitments became too heavy.

The idea itself was sound enough and probably will be carried out later, but expositions of this kind should be done extremely well or not at all. And they are expensive things. The Iron Horse spectacle of the Baltimore & Ohio was excellent, but it cost the railroad more than a million dollars. The failure of the sesquicentennial fair in Philadelphia is well remembered. Chicago has raised such a large fund, enlisted such able men and done everything so deliberately that it is likely to attract national attention.

Post 1/1/31

RICH NEW AREA IN CITY'S HEART

Would Create Industrial District by Filling in Fort Point Channel and Widening Adjacent Streets

The creation of an industrial district second to none in the country, to be established in the Fort Point Channel—South Bay area—is outlined in a report for the filling in of the channel, the widening of Albany and other streets from Broadway to Massachusetts avenue, and the elimination of four drawbridges, filed with the Legislature yesterday by a special commission which has been studying the situation.

COST \$6,821,800

The estimated cost of the big improvement, which has been studied by special commissions for the past five years, would be \$6,821,800, and the report estimates that the return from this improvement through the resale of reclaimed land would ultimately be \$6,083,600.

The report contemplates a development which would result in adequate industrial facilities for years to come and would establish a convenient and extensive physical connection from South Boston through to Copley square.

In the elimination of four drawbridges the report calls for doing away with the New Haven railroad bridge which is the main artery of railroad travel into the South Station, but reserves to the railroad company the right to maintain its tracks in the newly made land area, furnishing opportunity for the company to extend its facilities and improve its service. The bill reported by the special commission calls for payment by the New Haven railroad of 10 per cent of the cost of the improvement up to \$5,000,000. Although the cost as estimated by the commission is \$6,821,800, it is considered possible that this figure may be materially reduced, if, for example, it is finally determined that the New Haven shall transport filling at cost.

Plan System of Conduits

The commission asks for authority to take all or a part of the existing property along Albany street from Broadway to Massachusetts avenue. The provisions relative to land takings are made flexible—all or a part of the properties to be taken, as finally appears advisable—in order that taking of property of the city of Boston may be avoided. The estimated cost of land takings in this area, exclusive of the

city properties, would be \$2,500,000.

Another feature of the proposed improvement would be the construction by the Commonwealth of a system of conduits to take care of the drainage in the reclaimed area, consisting of a main conduit in the channel of the Fort Point Canal, South Bay and Fort Point Channel, with a branch conduit to care for the Dorchester Brook section. The estimated cost of the conduit system is given by the commission as \$3,282,000.

The proposed plan calls also for various street widening and construction projects. On this matter the commission says: "Atkinson street, which now provides access to Commonwealth lands at the southerly end of South Bay, should be extended northerly to connect with a new street running easterly from Albany street, preferably in line with East Dedham street. Albany of Boston. It is recommended that such portions of the lands owned or deemed necessary by the city of Boston for the construction of new streets and the widening of existing streets shall be transferred by the Commonwealth to the city upon payment by the city of reasonable compensation therefor, in the determination of which compensation consideration shall be given to the betterment, if any, sustained by the remaining lands of the Commonwealth by reason of such street improvements; the city of Boston to carry out, and bear the cost of such street construction."

"With the carrying out of the project as herein recommended the widening of Albany street becomes of importance both to the city and to the State. During 1930 there has been issued a report on a thoroughfare plan for Boston, the result of several years' intensive study of Boston's thoroughfare needs by the City Planning Board. For the first time Boston has before it a comprehensive and co-ordinated plan for street improvements for the next quarter century.

"An important feature of this plan is the utilization of Albany street and an extension of that street to Blue Hill the city leading from the main arteries of the city to the south. When the improvement is completed it will become one of the most heavily travelled thoroughfares of the metropolitan Boston district. To start this undertaking it is understood that the city will seek legislation at the forthcoming legislative session for the widening of Albany street from Kneeland street to Broadway, that is to the beginning of the Albany street waterfront area which it is proposed shall be taken by the Commonwealth by eminent domain. The widening of Albany street, therefore, from Broadway southerly along the limits of the present undertaking is

a matter of importance to the city and one which, if it is to be done at all, should be done in connection with the present improvement.

"The widening of Albany street is equally important to the Commonwealth. When the filling of the waterfront is completed and the Albany street frontage has been acquired by the Commonwealth, Albany street will then be the street on which the consolidated lands will face and to which the developments on these lands must look for highway transportation. The commercial and industrial concerns which will purchase and utilize these consolidated lands of the Commonwealth will require a wide street for their frontage on which to carry on their local business. A wide street, adequate for the needs both of through traffic and of local business, will attract business enterprise to this district and facilitate the disposal of the Commonwealth's land. The Commission is of the opinion that the fullest return from the projected development can come only from the widening of Albany street and that it is a vital and integral part of the entire development plan."

Members of Commission

The members of the special commission which studied the situation and made the report are Senator Nathaniel P. Sowle of New Bedford (chairman), Representative Willard S. McKay of Newburyport, State Commissioner of Public Works Frank E. Lyman, Commissioner of Public Health George H. Bigelow, Representative William H. Hearn of East Boston, Charles R. Gow and Frederic H. Fay of Boston and Joseph A. Rourke, commissioner of public works of Boston.

Mr. Rourke subscribes to the recommendations of the commission except that he believes the percentage of cost to Boston for construction of the conduit system should be specified instead of leaving it indefinite, and that the amount of money which the New Haven railroad should be obliged to pay in connection with the improvement should not be fixed now, but should be determined by the betterments accruing.

Rourke's Separate Report

Mr. Rourke filed a separate report in which he said:

"The undersigned subscribes to the recommendations of the commission as set forth in this report except as noted below.

"(1) The report should specify the percentage of cost to be assessed against the City of Boston for construction of the conduit system instead of leaving it indefinite. The commission was appointed to study the entire situation and in the full performance of its duty should furnish the Legislature with some idea of the amount of cost that the City of Boston can meet without imposing hardship on the taxpayers. The report should state that the amount of reimbursement to the Commonwealth by the city should not exceed 20 per cent.

"(2) The report should not fix the maximum amount of contribution to the undertaking by the New York, New Haven & Hartford railroad as said betterments accruing. The contribution assessed on the railroad is, in the opinion of the undersigned, below the amount of betterment which it will receive from the improvement, it appearing that the aforesaid railroad will be one of the principal beneficiaries."

Would Wipe Out \$968,000

If the land takings should finally include all of the property along the water side of Albany street from Broadway to Massachusetts avenue it would wipe out \$968,000 of city property and holdings of many millions more by private interests.

The city property, which runs from near Massachusetts avenue to below East Canton street, includes the City Hospital garage, the South City stables, lamp department, water department buildings and other municipal

HISTORIANS END MEETING

3-Day Session Hailed as
One of Most Successful
—830 Registered

BOSTON PRAISED FOR HOSPITALITY

One of the most successful conventions in the 46 years of its existence was closed here yesterday by the American Historical Association. The three-day session was not alone productive of much valuable discussion and exchange of ideas, but on its lighter side, as expressed through dinners, receptions, luncheons and other functions given by local universities and historical organizations, was hailed generally as breaking all past records for hospitality. Historians from all parts of the country acknowledged their pleasure at the measure of hospitality shown them by Boston and Cambridge, rating it in many cases beyond anything witnessed even in the far-famed "hospitable South." More than 830 members of the association—the largest number ever to attend a convention—registered for the session here.

Except for a few small groups who met for specialized discussions later in the day, the meeting of the association closed with a luncheon early in the afternoon at the University Club.

The luncheon was given by Boston University, and the guests included not only members of the American Historical Association, but those of the American Catholic Historical Association, and of five other historical organizations meeting in conjunction with the major group.

Prof. Warren O. Ault of Boston University presided. Speakers included President Daniel L. Marsh and Dean William M. Warren of the same university. President Marsh declared that history was like eternity in that it triumphed over time. Histories he read in his youth, he said, glorified war so as to make him think it "the most marvelous thing in existence," but he was to be disillusioned of this view when he went overseas in wartime. Concerning a certain historian from whom he had taken his early knowledge of history, he said he proved "an interesting writer but a mighty poor historian," in the face of a close-up view of war.

At one of the morning sessions, Robert E. Peabody of the Essex Institute, Salem, presented a paper on "The Development of the American Merchant Marine Since 1914."

People, he said, still talk of the "good old days" of American shipping, as though American ships and sailors were a thing of the past, "little realizing that we are now the second maritime nation of the world."

At the concluding session of the American Catholic Historical Association, Mayor Curley was a speaker and presented to the society a gavel used here in 1917 to call to order the meeting of the French mission to the United States, headed by Marshal Joffre,

in Faneuil hall. The gavel was fashioned from the original wood of the Cradle of Liberty, and in presenting it the mayor said he regarded nothing more necessary to life or to the peace and happiness of the people than absolute truth, and particularly with reference to history. Thus, he said he hoped the gavel would be wielded in the interest of truth.

N. E. FAIR HERE IS POSTPONED

Directors Act at Meeting—
Plan Quick Settlement
With Creditors

CURLEY RETAINS BELIEF IN PROJECT

The postponement of the New England States Century of Progress exposition, announced yesterday by Mayor Curley as the president of the promoting corporation, has created a complex financial problem, which must be solved before definite steps are taken to revive the enterprise.

The decision to abandon, temporarily, at least, the exposition, which was scheduled to be held at Columbus park, South Boston, from June 16 to July 16, indicates that revival of the project, in which Mayor Curley retains an undiminished confidence, will not include the employment of Col. John S. Berger as director, in the opinion of city officials generally.

How the financial loss, which falls more heavily on Berger, than on any other individual, will be handled, is as uncertain as is the exact investment which has already been made and which has been shared by Berger, some of the guarantors of a fund of \$92,000, some purchasers of exhibition space, and the commercial, industrial and publicity bureau of the city.

REPORTS CONFLICT

Until the finance committee of the corporation analyzes the accounts, no definite action toward the solution of the financial problem will be taken, but it was the decision of the directors, who approved the postponement of the exposition yesterday, to make a speedy settlement with all creditors. It is expected that Berger will file a claim.

Conflicting statements about the actual cash investment which has been added to the confusion incident to the abandonment of the project, at least for the current year, and indicated that it may be necessary to invite some of

the guarantors, who have already partially transformed their pledges into cash, to postpone claims for the return of their money.

The official statement of the directors attributed the postponement to the unexpected failure of manufacturers of New England to co-operate with the promoters in holding an exposition that would be of benefit principally to New England industry. Up to yesterday official reports had been optimistic.

The statement of the directors was issued at the conclusion of a conference which covered nearly two hours. In attendance were Mayor Curley, Sidney S. Conrad, Walter Channing, Arthur L. Race, Directors Thomas A. Mullen and John T. Scully of the commercial, industrial and publicity bureau; Theodore M. Logan, City Treasurer Edmund L. Dolan, City Auditor Rupert S. Carven and Corporation Counsel Samuel Silverman. Lewis E. Kirstein and Charles R. Gow were absent.

PROJECT POSTPONED

The statement was as follows:

The project for a New England States century of progress exposition at Columbus park, to be held between June 16 and July 16, 1931, has been postponed. The co-operation that it was anticipated would be received from the beneficiaries of an exposition of this character, namely, the business interests of New England, has not been as enthusiastic from the standpoint of financial aid as it was anticipated. A very excellent reason, no doubt, is responsible for this condition, namely, the program of curtailment which has been deemed necessary due to the industrial depression in evidence during the year 1930.

The necessity at some future time of conducting an exposition of this character when industrial conditions have improved must be self-evident to every student of industrial New England. The position which New England occupies from the standpoint of historical treasures and from the standpoint of an inviting climate are known to America and the world. It is vitally important that at some time an industrial exposition be conducted so that America and the world may be equally as well informed as to the contribution and the position that New England holds in this particular field of activity.

The mayor refused to make any comment and he did not mention Col. Berger.

TO SETTLE ACCOUNTS

Efforts to ascertain how much money Berger has invested in the promotion of the exposition were as futile as was the attempt to learn how the financial situation would be solved.

Up to last Saturday Berger provided some of the funds to meet the payroll of the organization which he had assembled. Last week the workers were paid with funds of the commercial, industrial and publicity bureau, and an estimate by bureau officials of Berger's actual cash investment set the figure at \$8000, which was quickly stamped as far too low by other officials, who placed the amount at \$20,000 or more.

That some of the guarantors have already made payments was admitted, but there was considerable speculation about a demand from them of the return of the money.

The only specific reference to the financial aspect came after the meeting of the directors and was confined to the statement that the finance committee will make every effort to settle the accounts as quickly as possible.

The disposition of options for lumber and other materials for exposition buildings was uncertain last night but those who expected to benefit from such purchases will probably have to take a chance that they will receive preference when and if the project is revived.

RECORD 1/1/31

Boston's Exposition Indefinitely Put Off

There will be no New England States Century of Progress Exposition in Boston in 1931. Yesterday the project was postponed, and no date was set for a possible future opening.

It is expected that the corporation in charge of the exposition will meet whatever indebtedness has been incurred, and contributors to the exposition fund and buyers of space for their displays will have their money refunded.

Announcement of the postponement of the exposition came after a secret conference in Mayor Curley's office yesterday afternoon.

Reasons for postponement were given as the industrial depression and failure of many interested commercial interests to co-operate.

CLAIM \$92,000 PLEDGED

Meanwhile the status of Col. John A. Berger of Los Angeles, promoter of the exposition, remains an unknown quantity. Mr. Berger says that he will remain in Boston for the present at least.

Several of the largest corporations in Boston, contracting firms,

insurance and bonding companies, oil concerns and various other companies and individuals were reported to have pledged a total of \$92,000 toward the exposition, which was to have been held at Columbus park, South Boston.

Twenty high-powered salesmen who have been selling space in the exposition buildings will be paid their salaries and commissions and then let go.

Postponement of the exposition has been under consideration for several days, and within the past two weeks directors of the exposition have held several secret sessions and have refused to give out any statement.

MAYOR WON'T COMMENT

Following yesterday's secret session, Mayor Curley read a lengthy prepared statement, confirming the postponement, and would not comment upon it.

Two of the directors, Edmund L. Dolan, city treasurer, and Corporation Counsel Samuel Silverman called the lack of interest in the project "surprising."

While the directors decided to postpone the display, their report said:

"It is vitally important that at some time an industrial exposition be conducted so that America and the world may be equally as well informed as to the contribution and the position that New England holds in this particular field of activity."

Those present at yesterday's directors' meeting were the Mayor, Corporation Counsel Silverman, City Auditor Rupert S. Carven, City Treasurer Dolan, Theodore Logan, John T. Scully, Thomas A. Mullion, Arthur Race, Sydney Conrad and Walter Channing.

Postmaster Charles R. Gow and Louis Kirstein, also members of the board, were not in attendance.



Mayor Curley

URGES \$25,000 FOR GOVERNOR

Curley to Introduce Petition In Legislature to Raise Salary of Executive

Mayor Curley announced yesterday that he will personally introduce a petition for legislation to establish the salary of the Governor of the commonwealth from \$10,000 to \$25,000 per year.

In his instructions to Corporation Counsel Silverman to draft such a bill, the mayor wrote:

"I will be most pleased to sign and present such a bill. The work is of such a dignified and honorable character that the compensation of the leading official of the commonwealth should be greater rather than less than that of the executive in charge of one of the sub-divisions."

Curley Advocates Gov. Salary Boost

Mayor Curley last night instructed Corporation Counsel Samuel Silverman to draft a bill for presentation to the incoming Legislature seeking an increase in the salary paid the Governor of Massachusetts from \$10,000 to \$25,000.

"I shall be most pleased to sign and present such a bill," the Mayor said.

"The work is of such a dignified and honorable character that the compensation of the leading official of the Commonwealth should be greater rather than less than that paid the executive in charge of one of the sub-divisions."

CONRAD PRAISES PLAN FOR HIGHWAY

Urges That Boston's Growth Be Aided in 1931

Warmly commending the proposal of the city planning board for street and highway development, including the elevated highway, which will allow the access of motor traffic to the heart of the business district without congestion, Sidney S. Conrad, president of the Boston retail trade board, yesterday issued a new year's statement the subject of which was "Boston's Growth Must Not Be Hampered."

He said in part:

1931 in Boston will open with a contest between those who see in Boston the possibilities of a prosperous, growing city and those who hide their own timidity behind the more righteous term of conservatism. Probably in no other major city in the country would the particular issue in question furnish the basis even for argument, for it concerns necessary and economical improvements which allow the business of the city to have unrestricted growth.

On one side we have a mayor who is forward looking and courageous. He realizes that no natural obstacle exists to prevent Boston from growing as prosperously as any other city if it is given the necessary facilities. On the other side are certain well-meaning but timid individuals who see only the initial cost of progressive improvements and fail to calculate the returns. Numerically this opposing group is small, but the wall they set up always gives a magnified impression of their importance.

It will behoove every citizen to make a personal and careful study of the issues at stake. The thoroughfare projects which Mayor Curley proposes are all contained in the thoroughfare plan, copies of which may be procured from the city planning board at city hall. Understanding of this plan immediately dispels the bogey of extravagance for one finds that the improvements called for will add practically nothing to the tax rate.

Examination of the plan also will show that the expenditures proposed during the next decade are but little more than the city spent for similar purposes during the last decade.

What will Boston be 25 years from now if the influence of a few timid people whose pocket nerves are more sensitive than their sense of vision is allowed to govern? If this same group had not blocked the building of the central artery five years ago the city by today would already have saved its cost by relief from traffic delays alone, and property values throughout the area served would have increased by reason of new building, instead of declining as they have done.

HERALD 1/1/31

GLOBE. 1/1/31

Bomb Bursting Above Common Greets '31—Mayor Delivers His Message Over Radio

Police Keep Eye on Revelers, But Celebration Remains Orderly, Though Wet

The baby 1931, promising to be bigger and better than its brother 1930, arrived at midnight when a bomb was set off at Boston Common. Mayor Curley broadcast his New Year's greeting from Station WBZA at the same time. Those two features were the formal exercises of welcome.

Less formal exercises were wetter, more spectacular and noisier. Horns tooted all over town, liquor was in evidence everywhere, hotel lobbies were jammed with couples. There was a spirit of revelry abroad. All that 1930 brought was forgotten or forgiven in the rosy look at the future.

Crowds Jam Streets

In the theatrical and hotel district, crowds jammed the sidewalks and automobile traffic was jammed. Squads of specials worked to get order out of the chaotic welcome of the New Year. At the various hotels, special details of police guarded the guests, cloakrooms and the entrances. Detectives watched for pickpockets, but the police seemed to be indifferent to those drinkers adequately described as "orderly."

Just as was expected, the lid was off for the celebrators. Merry groups gathered on the principal street corners to toot horns or shout.

The parties at Boston hotels and restaurants drew great crowds. Sober citizens forgot their troubles for the night.

The churches had watch-night services and receptions to parishioners greater than ever before.

Colorful Background Here

The most excitement was on the streets. The celebrators had a colorful background, because intown sections were brilliantly lighted all night. Shops and signs flared brilliantly, while

the State House and the Common presented colorful spectacles to those who passed on their parades to selected playgrounds of welcome to the New Year.

Police did their usual inspection work, with Supt of Police Michael H. Crowley keeping an eye on things, but there was little interference with drinking. Most of the celebrators kept their bottles under the tables.

In addition to the detectives on street duty and cafe and hotel inspection building inspectors made sure that there was no overcrowding or blocking of exits and entrances where celebrations were held.

The traffic officers had the most trouble. Everybody was on the go, starting in the early evening. Taxicabs were at a premium late at night. It wasn't a quiet New Year's by any means, it was a noisy farewell to 1930 and a joyous welcome to a new hope.

Mayor Curley Broadcasts

Mayor Curley, in his address from station WBZA just before midnight, extended the sincere wish for a happy and prosperous New Year to everyone, on behalf of the Public Celebrations Committee and the citizens of Boston.

"The year that is passing has been replete with the vexations and disappointments that, rightly understood and accepted, are a part of life and that teach a lesson which, properly understood and accepted, cannot be other than helpful," he said. "It is most unfortunate that the majority of us during the year 1930 have permitted fear rather than faith to govern our thought and actions.

"As citizens of Massachusetts we have this year been privileged to observe the Tercentenary of the founding of the Massachusetts Bay Colony

and to glean a lesson from the courageous past that should be of service in the cowardly present. The founders of the Massachusetts Bay Colony journeyed in tiny ships, with disaster and death ever present, across 3000 miles of ocean, that they and their posterity might enjoy the privilege of liberty. That liberty which they sought and the free government which as a partial consequence of their efforts was ultimately established was most dearly purchased.

"We are prone in our day and hour to consider our lot as unduly severe, but great as may be the hardships confronting us they are as nothing to those suffered by the founders. They were required to enter a strange land, where the natives were none too friendly, the soil none too generous, the climate most rigorous and with the grim spectre of starvation, disease and death ever present.

"The Faith in God that preserved them in their hour of trial and that ultimately gave to the world the American Republic is our sacred heritage. In the day of greatest adversity, it inspired hope, infused courage, wrested victory from defeat, and leavened the sting of sorrow.

"Would that we in our day of prosperity might pause and reflect upon the story of the past, and inspired by the lesson it teaches, approach our daily tasks with the cheerfulness, courage and confidence necessary to achieve success. Upon the seal of the City of Boston one reads, 'As God was to our fathers, so may He be to us,' and in extending the wish for a happy and prosperous New Year to everyone listening in, I likewise extend the wish and thought which the wording of the seal conveys.

More Than 1500 on Common

More than 1500 persons heard the band concert of the 101st Veterans' Band at Parkman Bandstand on Boston Common, between 10 o'clock and midnight.

A few minutes before the stroke of 12, a minute's silence was ordered, then a brass bell in the bandstand was sounded 12 times by J. Philip O'Connell, director of public celebrations for the city. From the center of the baseball field, nearby, was set off a "midnight bomb," the explosion of which could be heard above the shouts of the crowds, the toots of the horns and the ringing of bells.

A huge sign reading, "Happy New Year," flashed on in brilliantly colored electric lights atop the bandstand.

Although Mayor Curley's visit to the bandstand was brief, his speech of New Year's greeting from the studio of WBZA in the Hotel Statler was heard through the set of amplifiers on the Common.

The feature of the musical numbers played by the band was the newly composed selection, dedicated to Mayor Curley, and entitled "His Honor, the Mayor." The number was composed by James Coughlin, bandmaster, with the assistance of several members of the band.

Need Half as Much More for Basin Project

Metropolitan District Commission Now Asks Nearly
\$4,000,000 for It

Look for New Fight

"No Telling Where Boston Tax
Rate Will Stop," Says
Rep. Wadsworth

By Richard D. Grant

Probability that the legislative battle over proposed improvement of the Charles River Basin, a question that was presumably settled at the 1929 session of the General Court, will be opened again this year is indicated in the filing of a bill with the House clerk by the Metropolitan District Commission asking for \$1,370,000 more than the \$2,305,000 available through appropriation and the million-dollar gift of Mrs. James J. Storrow, with which properly to do the job.

The commission is asking what amounts to more than a 50 per cent increase at this time, rather than wait until financially embarrassed after the project is under way.

In its second recommendation to the Legislature, the commission says, "While the cost of some of the projects are somewhat problematical, contingent on the land damages, there ultimately will be required a much larger amount than has been provided if these projects are to be completed. The assessment of these amounts is not required in the current year. It is recommended that an additional sum of \$1,370,000 be provided, to be assessed in the years 1932 and 1933 and apportioned substantially in the manner provided by Chapter 371 of 1929."

Surprised at Increase

Members of the Legislature and others closely associated with the basin development expressed surprise today when they learned that the commission had found it necessary to take such a step. Both Representative Elliot Wadsworth and Senator Henry Parkman, Jr., in whose districts the proposed improvements are to take place, said they could not understand how there could be so much difference between the original figures and those now submitted, particularly in view of the fact that the cost

of practically all kinds of construction has dropped greatly since the first estimate was made.

"I am very much surprised that the figures originally furnished Mr. Harris should have been so inaccurate," said Representative Wadsworth. "I voted for the bill that was passed in 1929 and am not sure that, even with the necessity of such a pronounced increase, the basin development is not a good thing. There are many large projects before the Legislature every year for consideration, all of which must necessarily be considered from the standpoint of predetermined cost figures. But if the others are to show the same proportion of increase as this one—more than fifty per cent—it is hard to say where the tax stop."

Boston Work Going Ahead

Boston city officials were likewise surprised at this latest development in the basin situation, but said that it would make no difference in the work already under way at Charles street and the Basin dam, where traffic circles are being constructed as a part of the program irripended and approved. This expenditure, in keeping with the more favorable conditions for construction now prevailing, will be well within the appropriation of \$1,000,000, which covers the work at both locations. It is also an interesting and pertinent thing to recall that the city authorities expressed the fear when he bill in 1929, that they might possibly have figured too low.

Some expressed the belief today, after reading the commission's draft and recommendation, that the "problematical" matters referred to could be nothing other than riparian rights, or land damages, based on the supposed value accruing to property by virtue of its abutment on the basin. These, at best, however, are an intangible quantity and difficult to establish in legal controversies.

It was pointed out, also, that the city of Boston's experience has almost invariably been that the cost of land takings and construction incident thereto has seldom varied much from the amounts that it has pre-determined should be spent. One exception was in the widening of several important traffic arteries, including Kneeland and Cambridge streets, where there was a total in excess of eight millions involved. In that case, the city had to appeal to the Legislature for permission to spend \$1,000,000 more. The increase asked by the Metropolitan commission in the present instance, however, is proportionately much greater.

One of the principal objections to the original plan, on which there were many protests at hearings and debate later on the floors of the House and Senate, was the proposal to include a road for vehicular traffic along the esplanade. Back Bay residents objected to such a road on the ground that motorists would be unable to resist the temptation to use its broad, straight expanse as a speedway, with resultant danger to pedestrians and other motorists and annoyance to those living near by. This proposal was finally eliminated.

The new bill, numbered House 72 in this year's list, sets forth in part that after assessments similar to those in the 1929 bill, including \$400,000 on the city of Boston and \$135,000 on Cambridge, except that the assessments on Newton and Watertown are raised from \$25,000 each to \$37,000.

"The balance, amounting to \$1,395,000

shall be assessed upon the cities and towns of the metropolitan parks district in proportion to their respective taxable valuations, as defined in Section 59 of Chapter 92 of the General Laws, \$50,000 being assessed upon and collected from said cities and towns in 1929, \$155,000 in 1930, \$155,000 in 1931, \$553,750 in 1932 and \$481,250 in 1933."

The proposed measure provides also to increase the amount to be paid out of the highway fund from \$365,000 to \$670,000, similarly apportioned over a period of years up to and including 1933.

Was Result of Storrow Gift

Mrs. James J. Storrow, widow of the former Boston financier, donated a million dollars, with the condition that the Legislature should appropriate a similar amount for improvement of the basin front, its scenery and the playgrounds involved. The gift precipitated a controversy in the course of which, practically every detail of importance to such a plan was thought to have been threshed out. By terms of the bill finally enacted into law as Chapter 371, Acts of 1929, the Metropolitan District Commission was empowered to widen Charlesbank park and playground between the dam and Longfellow Bridge by extending the present river boundary westerly by fill to include an additional area of a width not exceeding three hundred feet from the bankment between Longfellow Bridge and Otter street was to have been widened up to 25 feet; as well as the Boston side between Otter street and Charlesgate West to the same width.

The shore line was to be extended by filling in, along Back street and Bay State road, from Charlesgate West to Granby street, a strip between 125 and 200 feet wide. Provision was to be made for aquatic and other sports and a memorial, subject to the commission's approval, to be erected to Mrs. Storrow's late husband.

Chairman Keniston of the Metropolitan District Commission said that he increased was the result of more careful figuring on the part of the commission's engineers in going over the plans in recent weeks. There was no particular thing to which the higher figures could be ascribed, he said, the increase applying in a general way to all five features of the basin development plan.

Post 1/2/31

MAYOR AT HIS WIFE'S GRAVE

**With Children Pays New
Year's Day Visit**

Mayor Curley and his family of six children yesterday opened the New Year with a visit to Calvary Cemetery, West Roxbury, where they knelt in prayer beside the grave of Mrs. Curley.

After attending mass at Our Lady of Lourdes Church, Jamaica Plain, they returned home where they spent most of the day. The Mayor himself was working industriously most of the evening on his annual address which will be delivered Monday to the City Council at City Hall, with a radio hookup carrying the message into the homes of the city for the first time in municipal annals.

SIX MILES OF BRIDLE PATH

**Will Circle New Golf
Links in Roslindale**

Six miles of bridle path for the horsemen and women of Roslindale, West Roxbury and Hyde Park will be provided through the construction of the second municipal golf course on the Grew estate, under plans now being developed by Mayor Curley.

The bridle path will circle the 165 acres of land bounded by West and Poplar streets and the Stony Brook reservation, where 300 men are now working for the city at \$5 a day for the next three months, converting the woodland into one of the best natural golf links in the country.

Chairman William P. Long of the Park Commission stated last night that the new course would provide an ideal site for a bridle path to connect with the existing Metropolitan district commission's trail.

It is proposed to purchase about 200,000 additional feet of land to square off the lot and give it a total area of about 7,000,000 square feet. The remaining two parcels are owned by the Old Dorchester Church and by the Blake estate. The city has offered 2½ cents a foot, the price paid for the Grew estate and the Harvard University land comprising 6,800,000 feet. If the owners decline to sell at this price it is proposed to change the location of two fairways to pass around the outstanding property.

AMERICAN 1/2/31

MAYOR ASKS 13 MILLIONS FOR STREET WORK

**Two Bills Filed at State House
Would Cover a Period
of Two Years**

Two bills calling for the expenditure of \$13,000,000 outside the debt limit for street construction in Boston were filed today at the State House on petition of Mayor Curley.

Under the first bill, a new traffic highway to cost \$11,000,000 would start at Chardon st., Bowdoin sq., circle the financial district and come out at Arlington sq. in the South End.

STREET WIDENINGS

Chardon st. would be widened to Merrimac st. and an extension put through to Haymarket sq. At Haymarket sq., there would be a traffic circle. From that point the new highway would be along or adjacent to Cross st. to Commercial st. thence over private and public property to State st. coming out at a point about 300 feet west of Atlantic ave.

Albany st. from Kneeland to Seneca st. would be widened and the bridges over the Boston & Albany and the New Haven railroads would be reconstructed. Continuation of the highway would be via Seneca, Motte and Castle sts to Arlington sq. There would be other traffic circles at Broadway and at Castle, Paul and Tremont sts.

TWO-YEAR PROJECTS

The bridge over the railroad tracks at the latter point would be relocated and all rights of the Elevated to maintain tracks and structures on Castle st. would be taken away.

The second bill would give the city authority to borrow up to \$2,000,000 for reconstructing accepted streets.

Both projects would cover a period of two years.

HERALD 1/2/31

GOVERNOR SQ. HEARING ON 7TH

**Utilities Board Wants
Voice of Entire District
Served by El**

The public utilities commission decided today to give a hearing to officials and legislators of the entire metropolitan district on the question of the Governor square subway improvement. The hearing will be held Wednesday at 2:15 at the State House.

The commission feels that there is a possibility that the proposed improvement may in the future cause a deficit in the accounts of the road. In this event, the metropolitan district served by the Elevated, would be assessed for the amount.

The commission has already approved the plan of the Boston transit department to have the Boylston street subway extended to a point near the railroad bridge on Beacon street. On the supplementary plan to carry the subway through to St. Mary street in Brookline, a hearing was given to officials of Boston, Brookline, Watertown and Newton.

The members of the commission have been considering the matter and now believe that representatives of the entire area served by the Elevated should have a voice in the question of a further extension.

TRANSCRIPT 1/2/31

Hearing Jan. 7 on Subway Extension

The State Public Utilities Commission announced that it will hold a second hearing on Wednesday, Jan. 7 at 2:15 o'clock, on the supplementary plan to carry the Boylston street subway extension beyond Governor square to a point just beyond St. Mary's street in Brookline. The department already has approved a preliminary plan of the Boston Transit Department for the extension of the subway to a point near the railroad bridge on Beacon street.

Chairman Henry C. Atwill announced that the department already has held a hearing on the supplementary plan of which legislators and officials of Boston, Brookline, Watertown and Newton were notified. At the conclusion of this hearing the commissioners took the matter under advisement and they now desire to give representatives of other municipalities opportunity to be heard in view of the possibility that the extension would, in the near future, cause a deficit in the accounts of the Boston Elevated Railway Company, which in turn would be assessed in the cities and towns in the entire area served by the road.

Post 1/3/31

DENOUNCES CURLEY ON OIL PLANT

Former Rep. Niland
Charges Mayor Was
Insincere

Former Representative Thomas H. Niland attacked Mayor Curley at a protest meeting last night in the Blackington school, Orient Heights, against the erection of a 90,000,000-gallon petroleum products plant, charging that if Curley had been sincere in his opposition to the plant the matter would not have gone as far as it already has.

CARDINAL OPPOSED

It was stated last night that Cardinal O'Connell is opposed to the erection of the plant because of its proximity to a parochial school located within 1000 feet of the proposed site. He is to be represented at the next protest meeting by his personal attorney, Edwin McLaughlin, Jr.

Niland was the principal speaker at the meeting last night, which was attended by about 400 people and which was presided over by Henry Selvitella, president of the East Boston Betterment Association. Niland charged that Mayor Curley had promised the voters he would fire the street commissioner if the permit was approved. He argued that, because the matter is being given the consideration it is at this time, Mayor Curley is "insincere." Niland also attacked the City Councillors and local representatives, declaring they are "inactive."

Niland also claimed that Stephen C. Sullivan, in charge of the municipal employment department, had held a protest meeting, but that he was "called on the carpet" by Mayor Curley for so doing and has not been active in protest since. Niland called out for Sullivan to rise, if he were present at the meeting, but no answer came in response to his challenge.

Postal Card Protest

Postal card warnings numbering more than 50 were received at City Hall yesterday by Mayor Curley from residents of East Boston, protesting against the application of oil interests for oil tank farm permit.

Hearing of the petition will be held by the Street Commission Tuesday morning at 11 o'clock in Faneuil Hall. The postal cards received yesterday by the Mayor read:

"Remember the pledge you made before your last election, that you would fire the Street Commission if they gave a permit authorizing the erection of oil tanks at Orient Heights. I expect you

AMERICAN 1/3/31

MAYOR CURLEY PAYS TRIBUTE TO JOFFRE

Expresses Sympathy and Sorrow in Letter to French Consul in Boston

Notified today of the death of Marshal Joffre, Mayor Curley addressed the following message of sympathy and sorrow to J. C. Joseph Flamand, consul of France, in Boston:

"I pray you will express to the French government my profound sense of sorrow and sympathy in the passing of the militant, heroic figure of Marshal Joseph Jacques Cesaire Joffre of France.

SAVIOUR OF WORLD

"In the field of arms as the leader of the brave and dauntless army of France, he saved the world for human destiny and civilization by driving back the enemy at the momentous first Battle of the Marne.

"An intense patriot of indomitable will, an idol of the French people during the days of their greatest national emergency, he carried the tri-color safely through many hours of peril and threatened national disaster.

"The message of Marshal Joffre to the people of the United States delivered in Boston and other cities, commanding the militant youth of our country to rise to the support of France and the allied nations, was a profound patriotic masterpiece.

WORLD MOURNS DEATH

"The whole world, the cause of common civilization, representative and impregnable popular government is poorer for his passing.

HERALD 1/3/31

PLANS TO PROTECT NEW PAVED STREETS

Curley Warns Public Service
Engineers Against Ex-
cavating

Mayor Curley warned engineers of public service corporations whom he called to City Hall yesterday that he will not tolerate, except in cases of emergency, the excavating of the streets which are to be paved this year.

He made known the adoption of a plan of holding bi-monthly conferences with the engineers to inform them of the plans of the public works department and to make certain that every corporation knows well in advance of the dates set for the starting of street work.

"I hope to be able," said the mayor, "to stop the practice of digging up a street a day or two after it is paved." He asked the engineers to plan their own programs of underground conduit work to co-ordinate with the street construction program.

FILES CURLEY PETITION FOR CENTRAL ARTERY

Representative A. B. Casson of Boston yesterday filed with the Legislature the petition of Mayor Curley for authorization for the borrowing of \$11,000,000 outside the debt limit for the widening and relocation of a number of thoroughfares in Boston to provide a central artery, starting in the vicinity of Haymarket square and ending near Arlington square. Another petition of the mayor would authorize borrowing \$2,000,000 outside the debt limit for reconstruction of accepted streets.

SEEKS \$2,000,000 TO FIX STREETS

Bill Will Be Presented the
Legislature

A bill will be presented to the Legislature asking for authorization to borrow \$2,000,000 outside the debt limit for the permanent construction of streets, according to Mayor Curley yesterday. The street commissioners, said the Mayor, have an unexpended balance sufficient for needs of next year and there is indication that there will be a construction program of \$3,000,000 for 1931.

to keep your pledge," read the post cards, bearing the signatures of East Boston residents.

Out of deference to the public hearing to be held by the Street Commission next week, the Mayor declined to comment on the oil tank application until the matter is acted upon by the street officials and sent to him for consideration.

TRANSCRIPT

4/3/31



Characteristic Pose of the French Marshal was Snapped Outside the Home of His Host, Henry F. Sears, 86 Beacon St
When Joffre Captured Boston on May 12, 1917

Streets Were Packed with Cheering Admirers as the Valiant French General Toured the City, Visited the State House and Harvard College
Received from Mayor Curley a Gift of \$175,000 Presented at a Ceremony on the Common

HERALD 1/3/31

GREATER BOSTON, 1945

That the real Boston, the section which the word indicates to the outside world, comprises far more than a municipality of 44 square miles and 781,000 inhabitants is a commonplace. In the 413 square miles of the 42 suburbs are 1,174,000 people, famous educational institutions, historic tracts and buildings, and great industries. This surrounding area gained 25.5 per cent. in population in the last 10 years. The municipal growth was 4.4 per cent. In all of Metropolitan Boston there are 1,955,000 people, and the percentage of increase since 1920 was 16.1. Boston kept pace with the rest of the state outside the large metropolitan section, her 4.4 per cent. being only 1.4 per cent. less. Once again the Chamber of Commerce reminds us that this Metropolitan Boston of the present will become relatively more important year by year.

What of the next decade or two? On the basis of the past, the metropolitan tract of 1945 will include more than half of the entire population of the Commonwealth. Already the percentage is 46, and the assessed valuation of property is 53 per cent. of that of the rest of the state. These figures seem all the more astonishing when the territorial extent of the metropolitan district is considered. It covers only six per cent. of the total surface of Massachusetts.

When the "trend to the cities" is discussed, many persons think of only the large cities, and also forget that the suburbs are constantly draining the heart of the system. Conditions in the great centres of population are of such a kind that, as the people marry or become more prosperous and congestion becomes worse, the suburbs invite them. That tendency is noticeable everywhere. The compactness and beautiful surroundings of Boston make the drift stronger hereabout. Residents of some sections of Brighton actually pass through Brookline to get to their homes. The man who lives in certain portions of Cambridge can go to his home in less time than it takes a person who does business in Commonwealth avenue, Boston, to travel to his sleeping quarters on Beacon Hill.

Commenting on these tendencies, the magazine Judge says: "What Boston needs, what the United States needs, is a new declaration of independence. Future historians will probably describe our era as one in which, at the very time when tremendous gains were being made in industry and communications, the art of government fell into decay, and progress was canceled." By a coincidence, that was the theme of Gov. Roosevelt in his inaugural address Thursday. He refers to the improvement in government, the shortcomings of the smaller communities and the encroaching of the federal authority on states which are remiss in meeting their obligations. He repeats the familiar complaint that our political administration has not kept pace with our general development, and that we are trying to make obsolete machinery do tasks for which it was not designed.

The last fortnightly bulletin of the Chamber of Commerce brings up these matters once again, and we hope that it may revive interest in the project favored by ex-Mayor Nichols and Mayor Curley, a Greater Boston of some kind.

GLOBE 1/3/31

MAYOR CURLEY SENDS TRIBUTE AND SYMPATHY

"Intense Patriot of Indomitable Will"—Appeal to Americans "Profound Masterpiece"

Mayor Curley addressed a message of sympathy and sorrow upon the death of Marshal Joffre to J. C. Joseph Flamand, consul of France, in Boston.

The Mayor's letter read as follows: "I pray you will express to the French Government my profound sense of sorrow and sympathy in the passing of the militant, heroic figure of Marshal Joseph Jacques Cesaire Joffre of France.

"In the field of arms, as the leader of the brave and dauntless army of France, he saved the world for human destiny and civilization by driving back the enemy at the momentous first battle of the Marne.

"An intense patriot of indomitable will, an idol of the French people during the days of their greatest national emergency, he carried the tri-color safely through many hours of peril and threatened national disaster.

Joffre's Message to Americans

"The message of Marshal Joffre to the people of the United States, delivered in Boston and other cities, commanding the militant youth of our country to rise to the support of France and the Allied Nations, was a profound patriotic masterpiece.

"It was the call of a master mind to the spirit and inspiration of our country, to rally our armies upon the fields of France, in order that humanity, civil destiny and the rights of mankind might not perish.

"The visit of Marshal Joffre at Faneuil Hall, Boston, where I had the honor to receive him, and at Harvard University, Cambridge, upon May 13, 1917, where he received a degree, was one of the most inspiring occasions in the history of the city of Boston.

"A Marshal of France, a man of great purity of mind and heart, of military and civic virtues, a master in

every branch of the profession of arms, who prevented chaos and oblivion for his native land, has passed to his reward. Requiescat in pace.

"The whole world, the cause of common civilization, representative and impregnable popular government is poorer for his passing.

"During my public life, I have witnessed no more beautiful scene than that upon Boston Common, upon the occasion of the visit of Marshal Joffre in Boston, when my daughter Mary presented him 1,250,000 francs, contributed in Boston for the war orphans of France.

"The valiant, grizzled leader of the Marne, who had lost thousands upon thousands of men in that brilliant and decisive engagement without show of emotion, stood by my daughter's side, upon Boston Common, while the tears ran down his cheeks. I know of no event which ever aroused my mind and heart to greater emotion than the expression of human gratitude evidenced by Marshal Joffre.

"Die on Spot Rather Than Retreat"

"The war-famed message of Marshal Joffre directed to his troops from his headquarters at Chatillon-sur-Seine, just prior to the battle of the Marne, is one of the most beautiful and commanding messages in the history of France.

"He said: 'At a moment when begins a battle upon which depends the salvation of our country it behooves recalling to all that the time has passed to glance backward. Our every effort must be employed in attacking and driving back the enemy.

"Troops which are unable to advance must at whatever price hold the ground gained and die on the spot rather than retreat. With conditions as they are, no weakness can be tolerated."

WHITE WAY IN W. ROXBURY TO BE LIGHTED JAN 12

The Germantown Citizens' Association is completing arrangements for the lighting of the whiteway along the Washington-st boulevard, from Larrange st in West Roxbury to the Dedham line.

The lights will be turned on for the first time Jan 12 by Mayor Curley who will also attend the exercises including a Dutch supper, entertainment and dance in Fidella Hall at Rockland and Washington sts, West Roxbury.

On Jan 9, at 10:30 a m, Joseph A. Conry, Traffic Commissioner, will visit the Germantown section of West Roxbury and throw into working order the street traffic signal lights at Grove and Washington sts.

The switching on of the lights will mark the beginning of a 10-day highway safety campaign for the school children of the district and the pupils of both the Germantown and the Beethoven schools will be assembled at Grove and Washington sts to see the lights turned on.

NO MORE TEARING UP NEW PAVEMENTS

To prevent public service corporations from digging up city streets shortly after they have been furnished with smooth surfaces, Mayor Curley yesterday held a conference at City Hall with the chief engineers of the corporations and ordered them to lay their pipes, wires and conduits in advance of the street building corps.

Representatives of the Edison, Western Union, Postal, gas and other companies, together with police and fire officials attended the meeting. They agreed to hold bi-monthly conferences at City Hall and plan their work in connection with the street building programme.

Post 1/3/31

Curley Endorses Garden Tourney

\$100 Golden Sweepstakes to Start Monday---Miniature Golfers to Help Unemployed

BY BURT HOXIE

Mayor James M. Curley has enthusiastically endorsed the \$100 Golden Sweepstakes at the Boston Garden next Monday evening where-in the surplus is diverted to the unemployment fund. Furthermore, the Mayor of the Hub will probably start the ball rolling, or at least lend his presence to that large occasion at some time during the festivities.

LIKES GAME

"Miniature golf is a fine sport," remarked Mayor Curley yesterday. "I have played it and like it, and the sponsors of this tournament have not only provided an interesting contest in which anyone is eligible to compete, but are doing something to assist in a problem by no means trivial in our community. I trust that this tournament will go over well beyond the bounds of the sponsors. In fact, in my estimation, it will without the shadow of a doubt. We seem to be living in a putting world, and, if only a small part of it participates in the Boston Garden sweepstakes, a deal of good for many will have been done by the individual as well as enjoyment derived in more than one way by the participants themselves."

Mayor Curley was but one of the many who heartily endorsed the unique sweepstakes with its many prizes. At the same time reports from all corners were gathered as to how parties were being assembled to put the event across. Prominent men in the boxing, hockey, golf, wrestling and theatrical world have said: "We'll be there." They will appear not as observers, but players. Everyone is welcome, however, whether they turn competitive or not. And the contest is open to everyone.

\$50 to Low Scorer

Imagine the simplicity of it and the money at stake. Just play 18 holes, that's the story. Of course, only the low scorers win and the top prize is \$50. The second is very attractive, too, and so on down to the smaller prizes, which are \$5. Quite likely a play-off will be necessary for this and that, so contestants should be present at 8 o'clock sharp.

The Boston Garden course will be in prime condition for this innovation and the officials are working overtime to provide ample spectators' quarters. We might add that onlookers can aid the

cause in a way to be mentioned later. Everyone can help, as a matter of fact, and it seems unnecessary to use any superlatives or italics to state further what a wonderful party lies ahead. Just jot down in your note book that Monday is the time, the Boston Garden the spot—that \$100 in gold will be there awaiting claimants and the balance derived goes to a very worthy cause.

DENOUNCES CURLEY ON OIL PLANT

Former Rep. Niland Charges Mayor Was Insincere

Former Representative Thomas H. Niland attacked Mayor Curley at a protest meeting last night in the Blackington school, Orient Heights, against the erection of a 90,000,000-gallon petroleum products plant, charging that if Curley had been sincere in his opposition to the plant the matter would not have gone as far as it already has.

CARDINAL OPPOSED

It was stated last night that Cardinal O'Connell is opposed to the erection of the plant because of its proximity to a parochial school located within 1000 feet of the proposed site. He is to be represented at the next protest meeting by his personal attorney, Edwin McLaughlin, Jr.

Niland was the principal speaker at the meeting last night, which was attended by about 400 people and which was presided over by Henry Selvitella, president of the East Boston Betterment Association. Niland charged that Mayor Curley had promised the voters he would fire the street commissioner if the permit was approved. He argued that, because the matter is being given the consideration it is at this time, Mayor Curley is "insincere." Niland also attacked the City Councillors and local representatives, declaring they are "inactive."

Niland also claimed that Stephen C. Sullivan, in charge of the municipal employment department, had held a protest meeting, but that he was "called on the carpet" by Mayor Curley for so doing and has not been active in protest since. Niland called out for Sullivan to rise, if he were present at the meeting, but no answer came in response to his challenge.

Postal Card Protest

Postal card warnings numbering more than 50 were received at City Hall yesterday by Mayor Curley from residents of East Boston, protesting against the application of oil interests for oil tank farm permit.

Hearing of the petition will be held by the Street Commission Tuesday morning at 11 o'clock in Faneuil Hall. The postal cards received yesterday by the Mayor read:

"Remember the pledge you made before your last election, that you would fire the Street Commission if they gave a permit authorizing the erection of oil tanks at Orient Heights. I expect you to keep your pledge," read the post cards, bearing the signatures of East Boston residents.

Out of deference to the public hearing to be held by the Street Commission next week, the Mayor declined to comment on the oil tank application until the matter is acted upon by the street officials and sent to him for consideration.

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Post 1/3/31

DECLARES EXPOSITION MUST GO ON

Colonel Berger to Have Talk With Mayor Today

The New England States Century of Progress Exposition, scheduled for Columbus Park, South Boston, this summer, and then indefinitely postponed last week by the directors of the exposition corporation, bounced back to the front last night when Colonel John S. Berger, its promoter, announced he is ready to put it on just the same.

NOT FOR MAYOR

The Mayor, however, announced later that so far as he is concerned, the matter remains closed.

Colonel Berger stated bluntly that by right of a written agreement signed by Mayor Curley, \$700,000 worth of contracts have been let which cannot be cancelled, that more than \$70,000 in cash has been spent, and that this morning he will call on the Mayor at City Hall and show him so forcefully he cannot withdraw, that the big show will go on.

The Colonel took vigorous issue with the statement of the directors of the exposition corporation that business was not supporting the exposition, declaring that never had he in his 35 years of exposition experience found such enthusiastic support from industrial interests. Already some \$400,000 worth of exposition space has been pledged with his salesmen, and the rest will be pledged within the next 60 days, he said, adding that as far as the exposition is concerned, "there is no business depression."

Colonel Berger, in reply to questions as to how serious he was in pressing the matter of continuing with work for the exposition this summer, to cost some \$1,500,000, emphasized that he would form his own company to put it on after he had persuaded the Mayor this morning to go along with him.

"If the Mayor still refuses today to 'go along' on the exposition work, what will you do?" he was asked.

"The Mayor will not refuse," he said, adding: "I don't want to try a lawsuit in the newspapers; but we know what to do."

Consults Counsel

Asked bluntly if he regarded the Mayor's "agreement" as binding as his endorsement of a note, the Colonel said:

"I regard it every bit as binding. I believe," he added, "that when the Mayor gets to know the real situation,

the Mayor will say, 'Go ahead'."

It was learned also that Colonel Berger has engaged counsel in his position. Samuel Fromberg of the noted New York law firm of Guggenheim & Untermeyer, already is understood to have been in consultation with him and will be here Monday in connection with it. Through Fromberg, the Boston law firm of Hale & Dorr has been consulted for the colonel, it was said last night.

Denies "Agreement"

Samuel Silverman, corporation counsel of the city, whom Colonel Berger said had been consulted in the "agreement" with Mayor Curley, said he had not, and that there is no agreement or contract between Colonel Berger and Mayor Curley, either as a private citizen or as Mayor of the city.

"There were some letters the Mayor wrote to Colonel Berger," said Mr. Silverman, "but he has no agreement. He may try to construe the letters as an agreement, but they do not constitute a binding obligation in any way."

Mayor Curley said that there is no binding agreement with Colonel Berger. Said the Mayor:

"If Colonel Berger thinks he has a case, let him take it to the courts. There is no binding agreement with him. The matter of the exposition is closed."

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SILVERMAN TELLS NEWSIES ABOUT CITY GOVERNMENT

Municipal Government was described by Samuel Silverman, corporation counsel of Boston, at a gathering of officials of the City of Newsboyville at the Burroughs Newsboys' Foundation yesterday afternoon. Mr. Silverman described the duties of various municipal officials. The purpose of the talk, the first of a series, is to prepare the newsboys for a day on which they are to have charge of the Governmental affairs of Boston.

TRAVELER 1/3/31

Inspection Tour with Park Commissioner Long Reveals Rapid Progress Being Made

310 Men Finding Employment Clearing Trees and Brush off 140-Acre Tract—Donald Ross in Charge of Project

By RALPH CLIFFORD

One Boston answer, officially, to depression and unemployment is quick, decisive and effective.

It is full speed ahead in the construction of the municipal golf course on the old Grew estate in Hyde Park.

Here are 310 men, white-collar workers among them, making good at black-shirt jobs and liking it, despite the freezing cold.

PLEASED AT PROGRESS

Today, 310 men are cutting underbrush and felling trees to make ready for the heavy work to follow. Most of the \$9000 per week they earn is going into the homes of citizens to whom the winter would be exceedingly drab were it not for the opportunity thus created.

Mayor James M. Curley, who authorized the work under the loan passed by the city council, and Park Commissioner William P. Long visited the area yesterday and expressed themselves as highly pleased at the progress being made by the workers, to many of whom the experience of swinging an axe was unknown before they tackled this project.

And of all this large number, according to Supt. Corbett, in charge of the work, he has found but one, just one out of 310, who showed sufficient lack of interest to be relieved of the work.

Many of these men never attempted outdoor work of manual nature before in their lives. Yet, when the mayor and the commissioner journeyed over the tract of 140 acres of hill and dale, rock and swamp, with the thermometer at 22 degrees above zero and four inches of snow on the ground, they were greeted with the sight of these men working with almost feverish intensity, in good humor, laughing and joking as if it were all a great good time.

DONALD ROSS IN CHARGE

Meanwhile they were making progress to a remarkable degree. The land is rockstrewn, with much swamp land which, of course, is frozen hard at this time. Yet it is of a hilly nature and when it comes to draining, the problem will not be acute, for the many valleys will aid in keeping the water under control. By backing up the many springs and adding some filling, two excellent water holes will be available for the niblick-wielders when the course is completed.

Donald Ross, noted golf course archi-

tect, is in charge of the project. Despite the many obstacles in the way of its final completion as a vista of rolling fairways and velvety greens, Ross emphatically states that this will be the finest municipal golf course in the country when he is through. Every topographical feature which golf course builders look for and include in the best layouts is present in the Grew tract in natural form. Much rock will have to be blasted out, but that will not be a tremendously difficult task.

The present plans for the course call for an 18-hole affair measuring something over 6300 yards. At this length the course will rate in the "championship" class, at least from the standpoint of length. The new ball, detracting as it does about 10 yards from the drive of the average player, will make the course one to call on all the resources of the golfer to play it in anything like par figures.

The tract is very irregular in nature and faces largely on West street, which runs off Hyde Park avenue, about three miles south of the Forest Hills terminal. It is easily accessible by trolley, steam train and auto. The street cars stop at West street, about 400 yards from the proposed location of the clubhouse. The Hazelwood station of the New Haven is nearer by 100 yards and Hyde Park avenue is a broad highway for automobiles. The Stony Brook parkway is close at hand and few locations could be more ideally situated for the convenience of the greatest number of people.

Harvard College owns a rectangular tract which juts into the city-owned land from West street and there is some talk of attempting to obtain it from the college in order to straighten out some of the contours, although the land is not necessary to the project. The Second Church of Dorchester also owns a large piece of land which invades the golf course property and some arrangement may be made with the owners for a small section of it for similar reasons.

Mayor Curley has given orders that nine holes be completed at the earliest possible moment and work will be rushed that this may be accomplished this year. Franklin Park, splendid as it is, will not have to experience the terrific traffic that it now does when the new course is completed, unless, of course, the increasing interest and spread of the great outdoor pastime converts more followers to it.

GLOBE 1/3/31

CITY LANDLORD TO SCORES OF FAMILIES

Tenements Taken in East Boston and North End

Almost everyone knows that provisioners occupying Quincy and Fan-euil Hall Market stalls and basements pay the city of Boston about \$100,000 annually in rentals.

But it will be news to most that the city has lately become a landlord on a larger scale than ever in the matter of properties used for dwellings. This development is mainly in connection with the projected \$16,000,000 vehicular tunnel which is eventually to link East Boston and the territory to the north of it more closely with the Boston mainland.

The city government is expected to continue in this residential landlord role on a considerable scale for more than two years to come, or until the tenement properties it has acquired in connection with land-takings for the tunnel route must be demolished.

By established custom the municipal auctioneer is in custody of these properties. That official today is Edward W. Foye, whose father, of identical name, held the post long before him. Mr Foye supervises these dwellings and other properties acquired by the city, collects rents and turns them into the city treasury.

The East Boston tenements of which the city has lately become landlord are situated in Porter, Meridian, London, Havre and Liverpool sts. Some of these buildings have street-floor stores. Generally the tenements bring \$25 to \$30 a month in rentals.

On the Boston end of the tunnel, the city has likewise acquired several business properties, containing many stores. These are located in North, Cross, Blackstone and Hanover sts, and the 60 tenants pay rentals ranging from \$25 to \$1500 a month.

Through methods followed by the old Schoolhouse Commission which were criticized as lax, this now-defunct municipal department acquired in various sections of the city certain properties bought at high figures, intended for schoolhouse developments which were afterward canceled.

But the city still has these properties on its hands, and its agent, Mr Foye, does his best to keep them tenanted and in the category of revenue-producers for the city. Thus the city has three six-room, steam-heated apartments at 74 Dalton st, South End, which are now unfortunately idle. The city owns a duplex dwelling in Alicia rd, Ashmont, and in Paulding st, Roxbury.

Post 1/4/31

Why Cows Are at Zoo

The real reason for the presence of two Jersey cows in the Franklin Park Zoo was given by Mayor Curley yesterday at a meeting in the Back Bay at which he was a speaker. He explained that a group of New York school children were shown a hen and a cow. They thought that the hen was some kind of a wild bird and the cow a wild beast. Feeling that city-bred Boston children should be better educated, he gave orders for the placing of two Jersey cows in the zoo. Since that time they have been admired by many children, whose primary reason for going to the zoo was to gaze at wild animals.

COLLINS NOW HUB COUNSEL

Will Press Measures of City in Legislature

Attorney Edward D. Collins of South Boston, former member of the Legislature, was appointed yesterday by Mayor Curley to serve as legislative counsel for Boston at a salary of \$5000 a year.

He succeeds Judge Thomas H. Blodau of Dorchester, who resigned the municipal post upon being elevated to the bench by Governor Allen. Immediately after the State inauguration Attorney Collins will appear before the Legislature in behalf of the measures filed by the city for the purpose of obtaining the necessary State authority to carry out the Mayor's 1931 programme of public improvements here.

At the same time the Mayor appointed almost 200 other workers to the municipal payroll for temporary work during the next three months. Included in the list were 100 additional workers at \$5 a day on the second municipal golf course, 60 teamster-laborers in the public works department, 20 engineers' assistants in the same department and five draftsmen.

Globe 1/4/31

MAYOR'S ADDRESS TO CITY COUNCIL TO BE BROADCAST

Mayor James M. Curley, in the City Council Chamber tomorrow afternoon, will deliver his annual message to the assembled Council. For the first time in history, radio mikes will be installed in the chamber and listeners throughout New England will hear the proceedings.

At noon the Mayor will entertain the Councilors at luncheon at the Parker House, after which those present will go to the Council Chamber. At 2 o'clock City Messenger Edward J. Leary will go to the office of the Mayor and escort him to the Council Chamber.

The Mayor will start his address at 2:05 and is expected to continue until 2:50 p. m. The Mayor's address will refer to the achievements of the city during 1930, and will contain an outline of the plans for this year as well as the financial plans and status of the city.

Following the address, the City Council will proceed to elect a president to succeed Maj William G. Lynch, who filled the office so efficiently last year.

The real contest for the presidency is said to be between Councilor Joseph McGrath of Dorchester, Democrat, and Councilor Robert Gardiner Wilson Jr., Republican, also of Dorchester.

HERALD 1/4/31

ELY WILL ATTEND REAL ESTATE DINNER

Gov.-elect Ely will be guest of the Massachusetts Real Estate Exchange at a dinner in the Hotel Statler, Jan. 15. Mr. Ely will have taken office at that time. Other speakers besides the Governor will be Mayor Curley and Charles F. Hurley, state treasurer-elect.

John T. Burns, president of the exchange, will preside, and W. T. A. Fitzgerald, chairman of the committee in charge of the dinner, will be toastmaster.

Other invited guests include United States Senator David I. Walsh and Senator-elect Coolidge, Gaspar G. Bacon, president of the State Senate; Leverett Saltonstall, speaker of the House of Representatives; Henry I. Harriman, president of the Boston Chamber of Commerce; Walter Channing, president of the Boston Real Estate Exchange; Herbert F. Taylor, president of the Massachusetts Co-operative Banking League.

CURLEY HONORED FOR CITY PLANNING

Mayor Curley yesterday received notification that he had been elected a member of the executive board of the American Civic Association at Washington, in recognition of his service in the promotion of city planning for Boston.

The announcement was contained in a communication from President Frederic A. Delano, of Washington. Other New Englanders honored were Frederic Law Olmsted of Brookline, Professor James Ford of Harvard, Warren H. Manning and John Nolen of Cambridge, and Mrs. Henry A. Baker and Richard B. Watrous of Providence, R. I.

Globe 1/4/31

WHALEN TO ADDRESS BOSTON AD CLUB MEN

Address Will Be Broadcast by Two Local Stations

One of the largest luncheon meetings of the Advertising Club of Boston is to be held on Tuesday at the Hotel Statler at which Grover A. Whalen, ex-Police Commissioner of New York city and now general manager of John Wanamakers and official



GROVER A. WHALEN
Who Will Address Advertising Club

welcomer for the city of New York is to be guest speaker.

The entire program of the meeting is to be broadcast over stations WNAC and WBZ, and other advertising clubs, meeting throughout New England, will hear the message of Mr. Whalen. Music is to be furnished by Joe Rines' orchestra.

Mr. Whalen's visit to Boston has been

arranged by the Advertising Federation of America, as a part of its Nation-wide campaign to clarify in the



MAYOR JAMES M. CURLEY
Invited Guest of Advertising Club

public mind the importance and value of advertising.

He will be accompanied by a committee of well-known New Yorkers, including William Murphy, president of the New York Advertising Club; and William H. Rankin, president of Banking Advertising Company and others.

A welcoming committee from the Advertising Club of Boston is to meet Mr. Whalen and his companions on their arrival at the Eastern Steamship Company docks between 9 and 9:30 and all will go to City Hall where they will be greeted by Mayor Curley.

The luncheon will start at 12:15. Among the guests will be executives of Boston retail stores and the board of governors of the Retail Trade Board of the Boston Chamber of Commerce.

Mr. Whalen is to talk on "Who Profits Most From Advertising." Not only advertising men, but the general public will have an opportunity to hear Mr. Whalen's talk since the address is to be broadcast.

At least 500 members and guests of the Advertising Club, it is expected, will be in attendance.

SEVEN MAYORS TAKE OFFICE TOMORROW

Curley to Entertain Council at Lunch

Tomorrow is inauguration day in seven Bay State cities, namely, Beverly, Malden, Melrose, Quincy, Revere, Waltham and Woburn.

Mayor Curley's address, to be broadcast through Station WEEI from 10:05 a. m. to 10:45, and the probable election of Councilor Joseph McGrath of Dorchester as the Boston Council's president for a one-year term, will be the features of local exercises, to take place in the Council Chamber at City Hall, followed by the lunch which the Mayor annually tenders the Council, at the Parker House. By last report, Councilor McGrath had 14 votes pledged to him.

A numerous group of his colleagues

on Beacon Hill will see retiring Senator James A. Torrey of Beverly inducted into office as Mayor of that city in exercises at noon in its City Hall.

In Chelsea, Alderman Samuel Falk and Bernard Berman, clerk of committees, will be sworn in at City Hall exercises.

Mayor W. A. Hastings of Malden, Chairman F. A. Gass of the Aldermen and Pres. T. J. Keliher of the Council will be sworn in at Beebe High School auditorium.

Robert A. Perkins will be inaugurated as Mayor of Melrose in exercises at Memorial Hall.

Mayor McGrath of Quincy and two new Common Councilmen will be sworn into office in inaugural exercises in the Council Chamber at City Hall at 10 a. m.

Mayor A. A. Casassa of Revere and members of the new Council will be inducted at evening exercises in City Hall.

Mayor Duane of Waltham and new members of the School Committee will take the oath at exercises in City Hall.

At 8 tomorrow night, Herman P. Peterson will be inaugurated as Mayor of Woburn, and new city Councilors and new School Committee members will be inducted in exercises in High School Hall.

MAYOR CURLEY AT THE POULTRY SHOW

He Presents Prizes to the 4-H Club Winners

Endicott P. Saltonstall's Black Hamburgs Best of the Class

For the first time in the history of the Boston Poultry Show, so far as the oldest fanciers recall, the Mayor of Boston yesterday paid the show an official visit.

Just why former Mayors shunned all poultry shows is not clear, but Mayor Curley declared, after viewing the exhibits, that it was well worth any Mayor's visit.

The five-day show came to an end last night.

Show Best of All

It was the 82d show of the Boston Poultry Show, Inc., and the best of all.

More than 100 boys and girls had gathered in the lecture room when Mayor Curley arrived to award prizes yesterday afternoon to the 4-H Club winners, which is the juvenile poultry organization sponsored by the State Agricultural College.

"It is a privilege," said Mayor Curley, "to come here and observe the underlying zeal and efforts which have made possible better poultry than has ever previously been developed. We fail to understand the important part it plays in our lives; we fail to appreciate the fact that here in New England we consume annually more than \$200,000,000 worth of poultry and poultry products, and that we raise only one-quarter of the amount consumed. If we had a better appreciation of these facts, perhaps the term 'abandoned farm' would no longer be applied to this section."

Thought Cow Wild Beast

He said that some time ago a group of New York city schoolchildren were shown a cow and a hen. They thought the cow was a wild beast and the hen some sort of wild bird, although they had been drinking milk and eating eggs all their lives. Determined that Boston children should not dwell in such ignorance of agricultural matters, he ordered a couple of Jersey cows placed in the Franklin Park zoo, where they have since been observed by thousands of children with a great deal of interest.

Prizes were handed out by Mayor Curley to the following boys: Joseph Sena of East Hampton, winner of the silver trophy sweepstakes prize given by the Boston Poultry Association; Ahiti Wanhatalo of Stow, winner of the second sweepstakes prize given by the association; Henry Recke of West Medway, Donald Parsons of Scituate, and Albert E. Graves of Northampton, constituting the three highest individuals in the senior judging contest, receiving rosette blue ribbons and a free trip to the New York poultry show, and to Arnold Hirt of South Weymouth, winner of the silver cup given by the New England Poultryman for the best production bird in the 4-H show.

MAYOR TO HELP END POULTRY "RACKETS"

Meets Proposed "Snub" by
Promising Cooperation

Association Accepts Committee to
Investigate Market Here

Poultrymen of New England brought the Boston Poultry Show to a sensational close last night by securing personal recognition by Mayor James M. Curley of conditions of "combination and even racketeering" in the sale of poultry products in Boston.

The Mayor walked into the poultrymen's federation meeting in time to meet a resolution to be a rebuke to the city and a snub to himself. But he had in his pocket a statement of frank recognition of the conditions which have been long a sore point with the poultry farmers.

He met the snubbing resolution, which called for a State or Federal investigation of the Boston live poultry market, by seconding it, saying that, if there is something wrong, he wants it remedied, so that Boston will get the fresh poultry commodities which are now shipped right by to New York, because of the unsatisfactory local marketing situation.

When the Mayor left, after an hour's direct discussion, the poultrymen who had come together as a grievance committee, voted a resolution of appreciation of his promised cooperation.

The Mayor announced to the poultrymen the names of a committee to investigate the situation in the Boston market and make recommendations for remedying it.

This committee sounded too much like an adjunct of the Mayor's city publicity bureau to satisfy some poultrymen.

Frank Speaking

There was much frank speaking at the meeting in Mechanic's Hall basement.

The Mayor told the poultrymen last night that he was willing to help when he knew what they wanted, but that had not been made wholly clear. It was up to them to formulate their program, he suggested.

On his part, for the interest of the consumers of the city, he was willing to spend some money and to pledge the cooperation of the Health Department and the legal department of the city to remedy any condition that should be discovered to be detrimental to the welfare of producer and consumer of farm products.

"I realize that combinations and even racketeering will be found in the sale of poultry products in Boston," the Mayor said. "But we have competent men in the Board of Health. It is possible that we can help you. But you must realize that you are combating a well entrenched and long-established organization."

Ship to New York

For the Mayor's information, Prof W. C. Monahan of M. A. C. called on individual poultrymen to testify.

Clifford Hayes, of Dover, N. H., stated that he ships 90 percent of his Winter broilers to New York, though he is

within short trucking haul of Boston, because the Boston market is so unsatisfactory.

"There is something wrong," he said. "I know a man who markets 200,000 broilers every Winter, shipping right by Boston to New York because of the conditions in Boston. I know Maine growers who prefer to ship 400 to 500 miles to New York to find an organized market."

Others spoke bitterly, chiefly outside the meeting, with the Mayor of "gyp artists" and of the marketing of stolen poultry in the Boston wholesale district. Various kinds of "rackets," including collusion with poultry thieves and defrauding of shippers of local produce were alleged.

The poultrymen blame the wholesale trade in Boston for the defeat in the Massachusetts Legislature of the drastic bill they advocated last Winter to control the marketing in Boston of stolen poultry. Many poultrymen are inclined to place responsibility for lax conditions upon local licensing and policing officials.

George B. Treadwell of Spencer, chairman of the poultrymen's committee to cope with the market problem, presented a resolution expressing "widespread dissatisfaction with the present live poultry market in Boston" and calling for "a thorough investigation into all phases of this situation to include the methods of handling live poultry on the Boston market, and recommendations for remedying the situation." Mr Treadwell's motion placed the responsibility for the desired investigation with the State Department of Agriculture, "to cooperate with any other interested authorities."

State Officials Not Present

Neither Commissioner Gilbert of the department nor Director L. V. Bevan of the division of markets in the department, attended the meeting, and neither was included in the committee suggested by the Mayor to find out the facts about the Boston market.

The refusal of Mr Bevan to accept membership on the investigating committee was acknowledged by some of the poultry leaders to lie at the base of their dissatisfaction with the Mayor's committee.

The committee submitted by the Mayor and finally accepted by the poultrymen to investigate the market situation, comprises Prof Harold Rowe, department of agricultural economics at the Massachusetts Agricultural College; Fred V. Waugh, director of the agricultural research council of New England and representative here of the United States Department of Agriculture; Leverett C. Parsons, publisher of the New England Poultryman; John T. Scully, head of the Mayor's industrial bureau, and Dr James Mulowney, head of the food division of the city health department.

The Mayor did not name any chairman but invited anyone who knew of the abuses to bring them to the attention of Mr Scully. He indicated that he believed Mr Scully had in the industrial bureau an adequate staff and overhead for investigating the market situation and reporting on it.

The poultrymen dissent decidedly from this viewpoint and Mr Treadwell insisted that funds for salaries for investigators would be needed and might be secured from the Federal Government.

E. D. COLLINS NAMED TO POST BY MAYOR

Made Legislative Counsel
at \$5000 a Year

Edward D. Collins, South Boston lawyer, was appointed legislative counsel for the city of Boston yesterday by Mayor Curley, at a salary of \$5000 per year.

A life-long resident of South Boston, Mr Collins conducts his law business with an office in that district. His home is at 138 Dorchester st.



EDWARD D. COLLINS

The law and politics have been hobbies of Mr Collins for years. Twice the constituents of old Ward 15 sent him to the House of Representatives; at one time he was looked upon as likely successor to Ex-Congressman Joseph F. O'Connell in the 10th District, and in 1912 he was a member of the Executive Council, succeeding the late John Quinn when the latter became Sheriff of Suffolk County.

Mr Collins was born in South Boston in 1878, and studied at Notre Dame University.

CURLEY MADE OFFICER OF CIVIC ASSOCIATION

Mayor Curley has been elected a member of the executive board of the American Civic Association in recognition of his important service in the promotion of city planning for Boston. Notice of his election was given him yesterday by Frederic A. Delano of Washington, president of the association.

MAYOR CURLEY APPROVES HIRING OF 60 LABORERS

Approval was given yesterday by Mayor Curley to the appointment for 30 days of 60 teamster laborers in the Public Works Department, extension of 60 days for 29 roadmen in the same department, the promotion of four assistant drawtenders with an increase of \$100 a year, and the appointment of Mary McCarron as a conveyancer at \$1500, and two draftsmen, George B. Gates, at \$2100, and Peter A. McCormick, at \$2200.

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Post

1/4/31

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First Time Annual
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LUNCHEON AT NOON

Following his custom of the past, the Mayor will open the festivities of the day by serving as host to the 22 city Councillors at lunch in the Dickens room of the Parker House, at noon.

After luncheon, the city officials will cross the street to City Hall, and with City Messenger Edward J. Leary bearing his white staff of office, Mayor Curley will be escorted from the mayoral suite on the second floor to the legislative chamber on the fourth.

There, at 2:35 o'clock, the Mayor will start his annual address, and for 45 minutes will give an account of his municipal stewardship during the past year and outline his plans for public developments in Boston in 1931. WEEI will broadcast the proceedings.

Upon the completion of the so-called "inaugural address," the Council will organize and proceed to ballot on a new president, to succeed President William G. Lynch of South Boston, who will remain as head of the Council until his successor has been chosen. Councillor Joseph McGrath, Dorchester Democrat, was confident last night that he would be elected president on the first ballot, with a total of 16 votes, though only a dozen are required to win.

Councillor Robert Gardiner Wilson, Jr., Dorchester Republican, was considered a likely candidate until the entrance into the lists of Dr. Seth F. Arnold, Back Bay Republican, who split the party vote. In order to win, Wilson would have to start with a united front of all six Republican members and then collect six Democrats.

WHALEN TO SPEAK HERE

Guest at Advertising Club
Luncheon Tuesday



GROVER A. WHALEN

Former police commissioner of New York, who will speak before the Advertising Club of Boston on Tuesday.

Grover A. Whalen, former police commissioner of New York city, now general manager of John Wanamaker's and official greeter for the city of New York, will come to Boston Tuesday as guest of the Advertising Club of Boston. He will address the club at its noon luncheon at 12:15 o'clock at the Hotel Statler.

Mr. Whalen's coming has been arranged by the Advertising Federation of America as a part of its nation-wide campaign to impress upon the public mind the value of advertising. He will be accompanied by a committee including William Murphy, president of the New York Advertising Club, William H. Rankin, president of the Rankin Advertising Co., and others. Upon arrival he will be escorted to City Hall, where he will be welcomed by Mayor Curley.

He will speak on "Who Profits Most from Advertising?" Mayor Curley will introduce him. His address will be broadcast by stations WNAC and WRZ, and other New England advertising clubs will meet simultaneously to listen in on the programme. It is expected that about 500 members and guests will be present.

REALTY MEN TO FETE ELY

Latter Will Be Guest at
Exchange Banquet

Governor-elect Joseph B. Ely will be the guest of honor at the annual dinner of the Massachusetts Real Estate Exchange, which will be held at the Hotel Statler, Jan. 15. There is a long list of prominent public officials and business men as guests and the affair is expected to be one of the best of the annual dinners.

Among the speakers will be Governor Ely, Mayor James M. Curley and State Treasurer Charles F. Hurley, who is a director of the exchange. John T. Burns, president of the exchange, will preside and the toastmaster will be W. T. A. Fitzgerald, chairman of the committee in charge.

Among those who have been invited are United States Senators David I. Walsh and Marcus A. Coolidge, President Gaspar G. Bacon of the State Senate, Speaker Leverett Saltonstall of the House, Henry I. Harriman, president of the Boston Chamber of Commerce; Walter Channing, president of the Boston Real Estate Exchange; Herbert F. Taylor, president of the Massachusetts Co-operative Bank League; Colonel B. A. Franklin, president of the Associated Industries of Massachusetts; Francis J. Whittemore, president of the Massachusetts Savings Bank Association; Governor Roy A. Young of the Federal Reserve Bank, and Harry C. Knight, president of the New England Council.

EXPOSITION FOR HUB STILL OFF

Mayor Silent on Confab
With Berger

Mayor Curley last night declined to comment on his conference yesterday with Colonel John S. Berger, director of the New England States Century of Progress Exposition, which has been indefinitely postponed.

Following a short session in the Mayor's office, Colonel Berger emerged, stating that he was still friendly, though the Mayor refused to reconsider his decision and go through with the proposal of conducting the big show.

Later the Mayor stated that he had no comment to offer, as there had been no official change in plans, the exposition being still indefinitely postponed.

ADVERTISER 1/4/31

WHALEN WILL TAKE GREETING FROM AD MEN

New York's Beau Brummel to Be Given Great Reception at Statler

Grover Whalen is going to be on the receiving end of a welcome next Tuesday.

New York's Beau Brummel of the glad hand, who has extended the official greetings of his home city to a thousand and one dignitaries, will learn in Boston just how it seems to be the greeted, instead of the greeter.

Whalen comes here Tuesday as the guest of the Advertising Club of Boston and its principal speaker at a Statler Hotel luncheon under



Mayor Curley auspices of the Advertising Federation of America.

"Who Profits Most from Advertising?" will be the subject on which Whalen, general manager of John Wanamaker's, will address the Boston advertising group.

AD CLUBS TO TUNE IN

WNAC and WBZ will carry his talk through the air to many other advertising clubs in New England which will convene at the same hour, 12:15 p. m., to hear his remarks. The board of governors of the retail trade board of the Boston Chamber of Commerce has postponed its own meeting in order to hear Whalen.

More than 500 are expected at the Advertising Club luncheon. Among the notables will be Mayor Curley, Commissioner Hultman, who will discuss metropolitan policing with the former New York police commissioner; Maj. O'Keefe, vice-president of the Advertising Federation of America; Louis D. Gibbs, president of the Advertising Club of Boston; Ralph Hudson, general manager of Jordan Marsh Co.; John Shepard, 3rd, president and general manager of Shepard's; Louis Kirstein, vice-president of Filene's; Felix Vorenberg, president and general manager of Gilchrist's; Sidney

Real Business



(c) International News Photos, Inc.
GROVER WHALEN, as general manager of Wanamaker's, comes to Boston Tuesday to tell the Advertising Club what he thinks of a 'vertising. He will be the star speaker at luncheon in the Statler.

Conrad, president and general manager of Conrad's; Adolph Ehrlich, president of Hovey's; A. B. Bacon, president of Chandler & Co., and scores of others.

AD MEN ESCORT HIM.

The Advertising Club has made plans for an elaborate reception to the man who has participated in so many receptions. He will be accompanied from New York by William Murphy, president of the New York Advertising Club; William H. Rankin, president of William H. Rankin Co., and several others.

A welcoming committee from the Advertising Club of Boston will meet him at the train. To make the famed greeter feel at home the committee may sport tall hats and boutonnières.

CURLEY TO SHOW THINGS

From the train, Whalen and his party will be conducted to City Hall, where Mayor Curley will have the opportunity of proving as a greeter he takes no backwash from

the New York official. The rep-
artee between two men so gifted
is expected to be one of the bright
spots of Whalen's visit.

Mayor Curley will introduce the
greeter at the luncheon, the intro-
duction and music by Joe Rines'
orchestra, as well as Whalen's talk,
to go on the air.

Whalen's visit here as the guest
of the Boston advertising group
was arranged by the Advertising
Federation of America as part of
its nationwide campaign to clarify
in the public mind the importance
of advertising.

Post 1/4/31

BRITISH MAYOR GREET'S CURLEY

Dorchester, Eng., Official Thanks for Visit Here

From the then Mayor of Dorchester, Eng., who came here last summer to participate in Boston's 300th anniversary birthday party, Mayor Curley yesterday received a message of New Year's greeting, together with a 1931 calendar.

The former Lord Mayor T. H. H. Wheeler is now deputy Mayor of Dorchester, Eng., having completed his term as chief executive since his visit here. In his message to Mayor Curley, he stated: "Just a line at this time to wish you and yours all you could wish, and to assure you of our continued feelings of thanks and appreciation of all you did for us during our visit to Boston."

"I am not unmindful of certain of your circumstances this year, but, for all that, may your future be happy, bright and prosperous. My better half wishes me to say how much she admires the photograph you sent us so kindly, and also the photograph of the three Presidents, Washington, Lincoln and Wilson. Once again, kindest regards to you and all I met over there."

Chickens Win Show's Cup



—Photo by Boston Sunday Advertiser Staff Photographer.

MAYOR CURLEY shown presenting the sweepstake cup at Poultry show in Mechanics Building to Joseph Sena of Easthampton, whose exhibit won over all competitors

E. D. COLLINS IS LEGISLATIVE AGENT

Former Rep. Edward D. Collins of South Boston was yesterday appointed legislative agent of the city of Boston by Mayor Curley.

He succeeds Judge Thomas Bildeau of Dorchester, who was appointed to that position during the Nichols administration and who was recently elevated to the bench in the West Roxbury District court by Gov. Allen.

The position carries a salary of \$5000 a year.

MAYOR IN SPEECH AT POULTRY SHOW

Urges Greater Output as Profitable Venture; 82d Exhibition Most Successful

Poultry raising as a line which could be built up to greater advantage in this section, was urged by Mayor Curley last night, speaking in the closing hours of the 82d Easton Poultry Show at Mechanics Building.

The mayor was the chief speaker at the closing session, and also presented the Sweepstakes Cup to the winner, Joseph Sena of Easthampton.

"New England annually consumes \$200,000,000 worth of poultry products," said Mayor Curley. "This includes hens, ducks, geese, pigeons, eggs."

"On the other hand this section produces only \$45,000,000 worth, the imported poultry products coming from the West, usually frozen."

"Therefore it would seem logical to believe that the poultry business is one line which could be built up profitably in this section as the demand exceeds the supply."

The show was considered one of the most successful ever held here and was said to have demonstrated the fact that the poultry industry has suffered little from the business depression.

CITY PROVIDES JOBS TO 189 BOSTON MEN

The New Year was made brighter for 189 Boston men yesterday when Mayor Curley provided temporary employment for them.

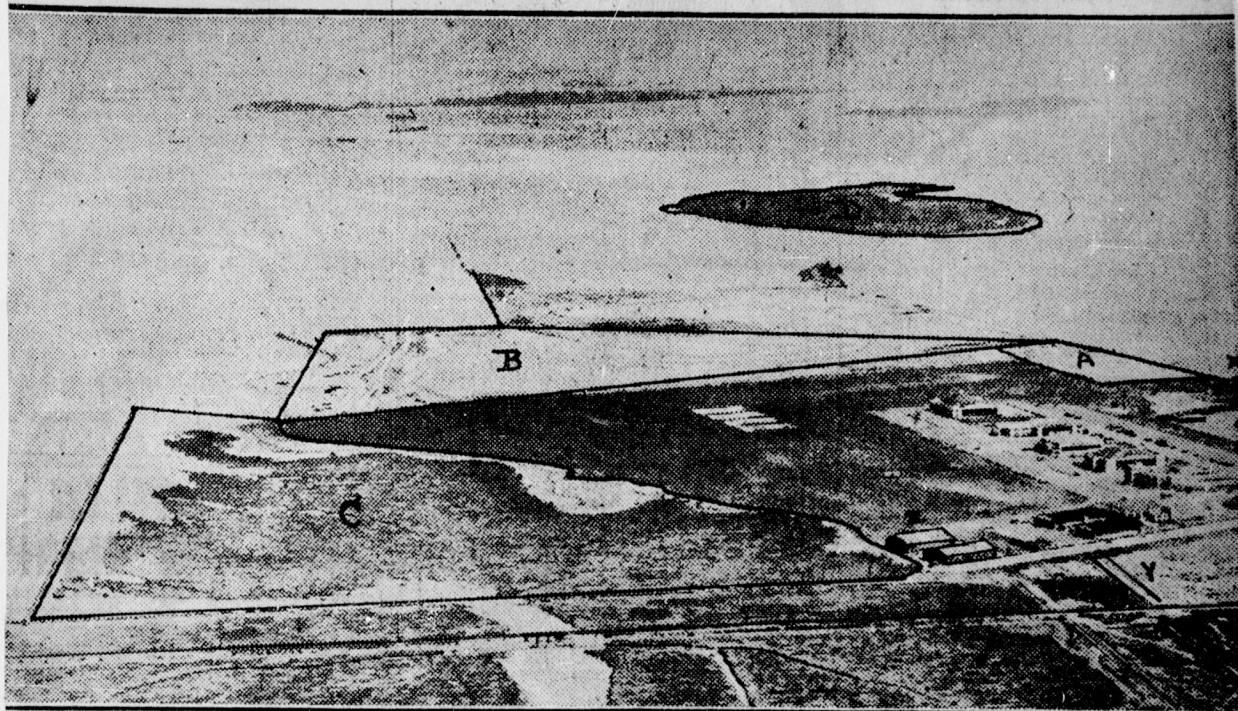
One hundred of the group were appointed gardener-laborers in the park department for three months at wages of \$5 a day. They will be employed on the new municipal golf course in the West Roxbury-Hyde Park district.

The remainder were appointed to positions in the public works department, 60 as teamster-laborers for a period of 30 days, and 29 as rodmen for 60 days.

Curley in Civic Body

Mayor Curley was notified yesterday that he has been elected a member of the American Civic Association, with headquarters in Washington, which for 25 years has been working for preservation of outdoor beauty spots.

Boston Airport—As It Is and As It Will Be



Over the Revere Beach and Lynn Tracks

(A. C. of N. E. Photo)

During 1930 the Area Marked "A" Was Filled in and the Area Marked "B" Is Being Filled. Area "C," Toward Wood Island, Is the Next Scheduled Improvement With the Fill Extending Toward the Bulkhead and the Tidal Stream Diverted. Area "D" Is Governor's Island, Which Mayor Curley Is Working to Acquire as a Student Flying Field and for a Dirigible Mooring Mast and Hangar. "X" Is the Site of the Temporary Seaplane Ramp Now Under Construction. "Y" Indicates Approximately Where the Porter Street Extension Will Enter the Airport, and "Z" Equals the National Guard Hangars Which Are to be Improved

GLOBE 1/5/31

LABOR TO KEEP EYE ON CONTRACT WORK

C. L. U. Is Asked to Help Carry Out Hoover Desires

A request was received by the Boston Central Labor Union from William Green, president of the American Federation of Labor, for assistance in obtaining evidence against any employer engaged on Government work who is not paying the standard rates of wages of the community.

The drive to be waged by the A. F. of L. against contractors will be Nation-wide, according to the communication, and is based on the statement of President Hoover, under date of Dec 23, "that the policy of the Federal Government in connection with the payment of wages on Government contracts will be to insist that contractors for Government work shall pay the prevailing wages in their respective communities."

The communication from Pres Green adds: "In commenting upon the subject, President Hoover said that at

conferences held a year ago with business and industrial leaders an understanding was reached whereby the leading employers would maintain the existing wage scales.

"Every effort should be made to have contractors carry out this order of the President. To that end it is necessary that officials of all State Federations of Labor and all city central bodies shall investigate the wages paid on any Government work in their respective localities. Any information that will be helpful in maintaining adequate wages and the eight-hour day will be appreciated."

The delegates attending the meeting voted full authority to the legislative committee, acting jointly with the executive board, to file any bill with the coming session of the State Legislature which is believed will bring about the enactment of laws beneficial to organized labor.

STATE REAL ESTATE MEN TO PLAY HOST TO GOV ELY

The Massachusetts Real Estate Exchange will hold its annual dinner Thursday evening, Jan 15, at the Hotel Statler. The dinner will be complimentary to Gov Joseph B. Ely. Leaders in Massachusetts political and business life will attend.

Pres John T. Burns of the organization will preside at the dinner. William T. A. Fitzgerald, chairman of the committee, will act as toastmaster. Gov Ely will head the list of speakers, which includes Mayor James M. Curley and State Treas Charles F. Hurley.

Invited guests are Senator David I. Walsh, Senator-Elect Marcus A. Coolidge, Pres Gaspar G. Bacon of the State Senate, Speaker Leverett Saltonstall of the House; Henry I. Harriman, Walter Channing, Herbert F. Taylor, State Bank Commissioner Arthur Guy, Col Benjamin A. Franklin, Francis S. Whittemore, Gov Roy A. Young and Harry C. Knight.

CONT

HERALD

1/5/31

previous year in the history of the department. The extension of park and playground facilities has afforded opportunity for the employment of large numbers of men and has proven a most prolific source of wise investment of public funds. The largest single expenditure in this connection has been for the completion of Columbus park and the erection at the Strandway of the new L street bath house. These two improvements represent a total expenditure approximating \$760,000 and include the erection of a stadium with accommodations for the seating of 10,000 persons, which may be enlarged to provide for 70,000 persons.

"For many years the condition of Muddy river from Leonard pond to Brookline avenue has constituted a distinct menace to public health both in the city of Boston and the town of Brookline. Last year through an arrangement with the town and representing a combined cost of \$75,000, it was possible to abate this nuisance and provide additional safeguard for public health.

"The program for improving the public parks and playgrounds so as to make the same more inviting for general use, entailed an expenditure approximating \$200,000 and this work will be continued until the maximum of efficient use has been established.

"The improvements made in the East Boston section at World War Memorial park represented a total of about \$100,000, and it is my sincere wish that legislative action may be secured to provide the sum of \$1,000,000 this year for the purpose of providing a marine park extending from World War Memorial park in East Boston to the Winthrop line.

"It is most unfortunate that a large percentage of the citizenship has failed to take advantage of the interesting picture unfolded in the development work being conducted at the East Boston airport and which during the past year represented an expenditure of about \$450,000.

"Among other improvements which I am desirous shall at least be started are the following: a double-barrelled roadway throughout the park system; a boulevard from the Strandway to and around Castle Island; a motor yacht basin at Pleasure bay, South Boston; suitable locker and field house buildings upon all public playgrounds with concrete bleachers upon all of the larger playgrounds; and tree planting upon residential streets wherever possible.

GOVERNOR SQUARE IMPROVEMENT

"The work is progressing at the present time in a most satisfactory manner, with three shifts of workmen operating, and with a reasonable certainty that the allotments paid in the soldiers relief department will be reduced by more than one-half.

ADDITIONAL TRANSIT FACILITIES

"It is most unfortunate that the Boston Elevated Railway System has been conducted at a loss during the year 1930. Nevertheless, the convenience of the traveling public and a due regard for property values in the business section of the city make necessary an extension of rapid transit facilities.

"Two plans have been drafted by the metropolitan transit district officials for submission to the Legislature.

"Route one should begin at or near the junction of South Huntington and Huntington avenues and follow the general line of Huntington avenue to Stuart street, thence along Stuart street to Columbus avenue, thence along Columbus avenue and under the Common to a new station to be constructed near the present Park street station, thence under Beacon Hill to a connection with the East Boston tunnel at Bowdoin square, and thence by new construction to a terminal at, or near Day square, East Boston, with

provision for a future connection with the Boston, Revere Beach & Lynn Railroad.

"Route two should begin in the Brighton section of the city, west of Harvard avenue, and in general follow the line of Commonwealth avenue to Governor square, thence via the present Boylston street and Tremont street subways to a point on Canal street near the North station, thence via the present elevated structure and viaduct to Lechmere square, and thence by new construction along the general line of the Boston & Maine Railroad, through Winter Hill and Davis square to a terminal in North Cambridge or Arlington.

"The adoption of these plans will represent a total expenditure approximating \$40,400,000. Notwithstanding the financial burden which the adoption of these plans represents, I am nevertheless of the opinion that there is no course open other than approval.

TRAFFIC TUNNEL

"The most forward step taken in traffic facilities in the history of the city is represented in the tunnel to be constructed to East Boston, at an estimated expenditure of \$16,000,000. This project, which has been a subject for study since 1843, and which was originally recommended in the mayoral inaugural of 1868, has at last happily been embarked upon.

HARBOR DEVELOPMENT

"The Boston board of port authority, after a full year's study, drafted plans covering a program of harbor development approximating a cost of over 3,000,000 dollars and which will result in making the main ship channel not only larger and deeper but more inviting and accessible to the commerce of the world.

"The program submitted by the city planning board for a central high speed traffic artery and which has received the indorsement of the leading business organizations represents a departure from the haphazard and highly expensive policy of street widening which has been in vogue since the establishment of the city. It will, in all probability, require a quarter century for consummation but upon completion will unquestionably justify the vast expenditure required and necessary.

TRAFFIC DEPARTMENT

"The success attending the installation of traffic signal systems, both from the standpoint of public safety and of reducing delay in traffic, warrants a continuance of the aggressive, forward-looking policy that has characterized the work of the traffic department during the year 1930.

STREET LAYING-OUT DEPARTMENT

Since May 1st, when the Legislature made the loan for the making of highways available this department has accepted and laid out new streets to the number of 90, at an approximate cost of \$1,800,000, leaving a balance for the year 1931 of approximately \$1,700,000.

PUBLIC WORKS DEPARTMENT

"During the past year, through the large amount made available by the Legislature and from the tax levy, the contract work done amounted to a total of \$6,898,675, which includes only a very small sum for contracts not as yet completed.

"Legislative approval has been asked for \$2,000,000 for reconstruction of old streets and \$1,500,000 dollars for the reconstruction of Chelsea, North Bridge, and \$2,000,000 for the extension of the covered channels of Stony Brook and its tributaries, which we hope if approved will make our record of contract expenditure for the year 1931 equal to that of 1930.

SOLDIERS' RELIEF

"During the year 1930 the Soldiers' Relief department of the City of Boston expended \$425,000 for the relief

of the veterans, and the families of dependents of veterans of all wars. An investigation disclosed the fact that the cities and towns of the Commonwealth were providing aid that should properly be furnished by the federal government.

"The legislation sponsored by the city of Boston and indorsed by every city and town in the commonwealth will be submitted to Congress during the present session and provides for increased compensation, not only for veterans and their families, but liberal allowances for widows and dependents of those who died in the service of their country.

FINANCE

During the past year, with its abnormal conditions of business depression and excessive unemployment, the city has courageously faced its obligations and financed all its relief to needy citizens without resort to bond issues. Temporary loans in anticipation of taxes were issued during 1930 to the amount of \$22,000,000. The last of these loans was paid on October 7, 1930, and no temporary loans were outstanding at the end of the year.

"I recommend for your earnest consideration a study during the present year of ways and means of adoption in 1932 of a five-day working week for all persons in the employ of the city of Boston. The adoption generally of the five-day week should prove beneficial to all the people and is worthy of our more serious thought.

AMERICAN 1/5/31

CURLEY COUNCIL IN LOVE FEAST

Mayor James M. Curley and the members of the City Council today broke bread at the Parker House, the annual feast of the city fathers together in honor of another municipal year.

Thanks for the co-operation of the past year were passed by the body and the head and Mayor Curley reviewed the conduct of the city business during the past year, revealing for the first time that 2500 gold pieces were given to needy families at Christmas time, of which 300 came from the fund raised by police for the unemployed.

"If we work together as we have the past year we will leave behind us an enviable record," the mayor said.

William G. Lynch, retiring president of the council, responded by telling the city head that the council enjoyed the mayor's leadership and because of it, Boston would be the first to rise out of the depression.

Formal attire was the order of the lay and the white mace of the city messenger was included in the pomp and ceremony.

CURLEY SEES 1930 SURPLUS OF \$1,250,000

Mayor Gives Data in Annual Address to Council

The probability of a surplus of \$1,250,000 in the municipal accounts for the year 1930, after all known liabilities incurred during the year are paid, was disclosed by Mayor Curley in his annual address to the city council today at its first meeting for 1931.

ADDRESS BROADCAST

The mayor's address, which was broadcast over station WEEI, took 45 minutes for delivery and was in the main a review of the past year's accomplishments.

Special reference was made to the needs of the City Hospital by the mayor, who urged \$3,000,000 for new construction, in addition to the \$7,000,000 allotted over a period of years. Purchase of the Homeopathic Hospital, abandonment of the present South department, removal of the mortuary, laundry and workshops to the Albany street side, and establishment of a new hospital for the chronic sick on the site of the present South department of the City Hospital were advocated.

The mayor, in calling attention to conditions in general, asked the council to consider the matter of a five-day week in the city departments for 1932.

The East Boston tunnel, now under way, was described by the mayor as "the most forward step in traffic facilities in the history of the city."

MAYOR'S ADDRESS

The address in part is as follows:

"Gentlemen of the city council:

"The tercentenary observance by the city of Boston of the founding of the Massachusetts Bay Council was in keeping with the best traditions of the past.

"The success of the movement to invite public attention to the advantages and attractions that Boston offers in larger measure than any other American city to organizations assembling for convention purposes was due in large measure to the whole-hearted support received from the press, the Boston Chamber of Commerce and public-spirited women and men of the municipality.

"The conventions of the American Legion, the American Federation of Labor and the Knights of Columbus, with some 500 other organizations, have given an impetus to the movement that, with proper encouragement and wise direction, should result in Boston occupying first place as a convention city. It has been estimated by competent authorities that the various organizations which convened here during the year

1930 expended about \$100,000,000, and it is highly important that encouragement be given to this activity.

"I want to express my sincere appreciation for the support given the legislative program submitted by me from time to time during the year 1930. The unique position which Boston has occupied among American cities during the period of industrial depression and unrest which has been world-wide, is in no small measure due to the harmony that has obtained between the executive and the legislative branches of the municipal government.

AMERICAN FEDERATION OF LABOR

"The American nation is eternally obligated to the American Federation of Labor for much of the social and economic legislation on the statute books of our country and of every state in the Union, and our appreciation is heightened when we realize the difficulty which confronted this group of patriots in the work they have undertaken with such signal success.

ECONOMIC CONFERENCES

"With a view to supplementing the work that has been so well performed by the American Federation of Labor, I have conducted weekly conferences participated in by the president and head of the department of economics of all the universities located in Massachusetts. This organization, after much research and study, has recommended the creation of a federal industrial planning board. The planning board thus create to be non-partisan in character and to be composed of economists, representatives of the American Federation of Labor and the leading industrial establishments of the United States. Through a federal industrial planning board it will be possible to develop a fact-finding clearing house for the furnishing of data to Congress that may be helpful in minimizing or permanently preventing industrial depression similar to that through which this country is now passing.

PUBLIC HEALTH

"The year 1930 has been notable in the matter of public health, notwithstanding the so-called industrial depression and general unemployment. The success of the campaign inaugurated for the stamping out of diphtheria some seven years ago was particularly gratifying in view of the fact that this disease, once regarded as a dread scourge and exacting an annual toll of 225 lives, was reduced to but 25 fatalities during the entire year 1930, and it is not unreasonable to anticipate that provided all the children of the city had been immunized, even this number would have been less.

"The successful combating of tuberculosis, through the generous expenditure of money, is attested in the establishment during 1930 of the lowest death rate in the history of the city, from this once dread scourge which now gives promise of speedily being removed from that class. An unflinching barometer of adequate public health service is represented in the infant mortality rate, which during 1930 was the lowest ever established. The development of the George Robert White Health Units and extension of Child Hygiene Clinics have made possible the waging of a constant campaign against disease, where heretofore, due to overcrowding, inadequate housing and lack of knowledge of preventive measures, real progress was impossible.

CITY HOSPITAL

"The program for the most modern municipal hospital in the United States was launched in 1922 during my previous administration.

"Originally it was anticipated that

\$7,000,000 would be necessary but the trustees of the institution are now of the opinion that an additional \$3,000,000 will be required to complete the program.

"The original program, now approaching completion, provides for separate 10-story buildings for medical cases and similar buildings for surgical cases and with accommodations in each building for the treatment of 230 patients, in addition to modern clinical laboratories. The maternity building is the largest and most up-to-date in any American city. The out-patient department now boasts a modern 10-story structure with every possible facility for the conservation of human life. The administration building will be replaced by a modern administration building of sufficient size to house all of the business offices of the hospital, and in addition, the administrative professional force, with an auditorium seating 400 persons suitable for use by clinics now conducted in the surgical amphitheater.

"A contract will shortly be advertised for a new pavilion for children, the first six floors of which will house medical and surgical cases of children under 14 years of age, and the two upper floors given over to infants. Provision has been made for the installation of glass cubicles throughout this building for the purpose of preventing cross infection, the most prolific cause of death in cases of children. Provision will also be made for the installation of a vitae-glass roof where every facility will be provided for health-giving violet rays to the children undergoing treatment.

"The removal of the administration building will make possible the construction of a modern kitchen of sufficient capacity to provide for the entire institution at the cost of about \$400,000.

"The sum of nearly \$2,000,000 has been expended for buildings and equipment at the Mattapan Tuberculosis Hospital. The introduction of the cubicle or single room system permits for the first time the receiving of incipient cases and represents the most forward step in the care and treatment of tubercular cases of any American city since it is the only institution thus equipped.

AGED POOR AND CHRONIC SICK

"The adoption by the commonwealth of the old-age pension law in all probability will result in a reduction in the number of inmates at the Long Island Hospital and the adoption of a program covering a period of 20 years may render possible the abandonment of the Long Island institutions and the transfer of the inmates to the mainland. Pending the adoption of this program, I believe it both wise and humane to erect at Long Island a recreation hall, where the inmates may gather for diversion in quarters that are inviting rather than compel the use by them of the present unsanitary, unwholesome and depressing concrete basements in which they have so long been required to assemble.

"The success achieved in the field of preventive medicine in the treatment of infectious and contagious diseases common to children, through the use of serum and the control of cross infection, has resulted, notwithstanding an increase in population, in a tremendous reduction in the number of patients in the children's wards of the City Hospital. I have requested the hospital authorities to make a study with a view to the establishment of a chronic hospital upon that portion of the hospital grounds known as the South department and now utilized for the treatment of children with infectious diseases.

PARK DEPARTMENT

"The park department has been required to perform a greater amount of work during the year 1930 than in any

THE SOUTH BAY PROJECT

The filling in of South bay, the existing portion of the old Roxbury canal, and of the Fort Point channel in part, is an improvement long contemplated, and bound to be undertaken eventually. The enterprise is historically consistent with the development of the land areas of Boston. The original peninsula, connected with the mainland by the narrow "neck," has been rounded into the present approximation to a hub by the reclamation of vast areas that formerly were under water. The present project contemplates the solution of a sanitary problem; the reclaiming for business uses of a large tract of empty land and of a water area of steadily declining importance; a great improvement in the layout of the city streets in that region, and convenience of access by the New Haven railroad to the South station.

The total cost of the whole job is reckoned at nearly \$7,000,000. How will the money be raised?

The state owns the bed of the waterway to be filled and would own the filled land when the job is done. Thus the way opens for a plan similar to that by which the South Boston flats were reclaimed and the great Back Bay district created. But if the state merely should fill its own lands, the resulting properties would be almost pocketed, in part by the strip of private property which cuts off the state lands from Albany street. The recommendation is therefore that legislation shall enable the state to take by eminent domain whatever other lands might be deemed necessary for this project.

The water in this area is only about twelve feet deep. The commerce of the region has altered vastly of late years. It now is relatively unimportant. Still, these Albany street properties do have a water frontage. It would be necessary to "take" the private lands between Broadway and the area back of the City Hospital. When completed, however, the total reclamation would produce a large tract of land which should be very useful for industrial purposes. Street and railway connections would be readily available.

How would the state retrieve its expenditure?

In part from the New Haven railroad, in part from the city, and in the main by the sale or leasing of lands, as was the case in the development of the tidal flats now known as the Back Bay. The New Haven would derive distinct advantage from the work. The vexing drawbridges would vanish. Opportunity for yard expansion would be created. The road is willing to pay a reasonable percentage of the expense and offers also to transport the filling at cost.

The city might benefit greatly. Three drawbridges would disappear at Dorchester avenue, Dover street and Broadway. This would save more than \$80,000 a year. It must be remembered also that the city is responsible for the unsanitary conditions at South bay, due to the inadequacy of the intercepting sewers. A large street development should ensue not only for industrial uses, but for the general expediting of traffic. The largest return, however, would come from the new lands that would be created.

Let the state be authorized to issue bonds for the purpose, looking toward the city and the railroad and the exploitation of the new land area for the recovery of its expenditure; that in a word is the scheme. It should be noted that the report of the commission is unanimous, ex-

cept that the Boston commissioner of public works wants the percentage of cost against the city to be definitely specified.

There is one certainty about the project: that it would cost a great deal. It should therefore be examined closely in both its major aspects and its smallest detail by both the city and the state. Once again it should be said that the community cannot afford to take any chances on an undertaking of this magnitude in these dubious days of increasing tax rates.

Curley and Fitzgerald Give Formula for Public Speaking

Mayor Says He Owes Forensic Ability to Hard Work and Long Preparation, but John F. Asserts 'It's Irish in Me'

The formula of how to become a great orator as prescribed by two of Boston's most outstanding public speakers, one a former mayor and the other the present mayor, John F. Fitzgerald and James M. Curley, presents varying opinions.

Mayor Curley says he owes his accomplishment to hard work and lifelong preparation, while Mr. Fitzgerald gives all the credit to "the Irish in him."

In his City Hall office yesterday Mayor Curley expressed his opinion. He said:

"The ability to address an audience is not a natural endowment, but an acquisition that requires conscientious and strenuous self-training. To be an orator necessitates fortifying the mind with an inexhaustible fund of information, cultivating a retentive memory and constant reading, as well as the proper voice training. It is extremely difficult. Cardinal William H. O'Connell, Dr. S. Parkes Cadman and Dr. James J. Walsh, three of the most renowned public speakers in this country today are veritable store-houses of information, and owe it all to hard work.

According to the mayor, addressing an audience is comparable to acting behind the foot-lights, and requires an equal amount of training and preparation. Create the right atmosphere and you get the right reaction, is his belief.

"From observations," he continued, "it has been coming to my attention that the day of face-to-face public speaking is quickly passing, and the medium of the radio is taking its place. During the past campaign, it was only with the most outstanding roster of speakers that a comfortable sized audience could be assembled. About 80 per cent. of the people prefer to remain by their fireside and listen in on rallies and addresses. Soon there will be only radio orators."

SEES SHORTER TALKS

Another new development that he emphasized is the demand for shorter, more concise and less detailed discourses.

"A Webster would have a great deal of difficulty in holding an audience to-

day for more than an hour," he explained. "Lincoln's Gettysburg address is a perfect example of the 1931 public speech."

"Speakers, too," he concluded, "will be required to make a more careful preparation, watch diction and enunciation. Gone are the days of impromptu and extemporaneous speeches. The introduction of the radio has revolutionized all public speaking."

The two mayors agreed that the old-fashioned oratorical displays with prepared gesticulations and histrionics would never return, but the ex-mayor, prominent for ability to vocalize, especially where a particular song is concerned, says he owes his individual ability to inheritance.

"It's the Irish in me," laughed John F. yesterday. "Italians, French, Jews and Poles are all wonderful orators, especially the Irish. Englishmen and Scotchmen are too repressed and self-centred to feel the call of a great question, and lack the fire and pep that gives a speaker his charm."

NEVER STUDIED

"No, I never studied for public speaking, but just responded with the whole of me when the urge came to arouse the people, and let them see what was going on around them.

"With women doubling the number of votes, and their desire to see the candidates in action, there is going to be a lot more of local public speaking, and better speakers, too. The introduction of the radio has given a start to many men who otherwise would not have the courage to face the public."

Descendants of immigrants are going to be the future leaders of this country, according to Mr. Fitzgerald. He especially mentioned the football players and the fighters of the country, who would in another 10 years be sitting in our legislative halls and urging the cause of their community.

"Oratory," he said, "is the salvation of society, and can have more effect than any other medium, including the newspaper. The human voice is the most powerful thing in the world, and can bring the right things into life, help humanity and act as a savior to society."

was the lowest in history. Diphtheria, which once took an annual toll of 225 lives in this city, caused only 25 fatalities last year, he said.

An additional \$3,000,000 will be required for improvements at the Boston City Hospital. Since 1922 approximately \$7,000,000 has been spent for new buildings and equipment at that institution and it is now one of the most modern municipal hospitals in the United States.

The maternity building is the largest and most modern in any American city. The out-patient department, formerly housed in a small, ancient structure, is now in a modern 10-story building. An eight-story pavilion for children is soon to be erected.

Many improvements were made in the parks and playgrounds during 1930, the mayor said. A stadium which seats 10,000 persons was built in South Boston, a rock garden in Franklin Park, a bathhouse is being built at L st., improvements were made at Muddy river, and field houses and shelters were erected at 12 playgrounds.

PLANS GREATER PARK.

The sum of \$100,000 has been expended for improvements at World War Memorial Park, East Boston, the mayor said, and he hopes to get legislative action which will permit the spending of \$1,000,000 for the purpose of providing a marine park which will extend to the Winthrop line.

A municipal golf course, comprising nearly 7,000,000 feet of land in West Roxbury and Hyde Park, is under construction and this has provided employment for more than 300 men, the Mayor said.

The Mayor said that he hopes to build a "double-barrelled roadway" through the municipal park system; a boulevard in South Boston from the Strandway to Castle Island; a motor yacht basin in Pleasure Bay and lockers, field houses and concrete stands for playgrounds. He also favors tree planting in residential streets whenever possible.

Work on the \$5,000,000 Governor sq. subway extension is progressing satisfactorily and more than 600 men are employed on that project, he said.

The contract for the \$16,000,000 East Boston traffic tunnel will be ready for advertising during the present month. This project is the most forward step taken in traffic facilities in the history of the city, the Mayor said.

HARBOR IMPROVEMENTS

Boston Harbor will be dredged and widened during the coming year by the government.

The traffic signal systems installed in Boston during the year have been a success both from the standpoint of public safety and of reducing delay in traffic, he said.

The public works department during the year expended \$6,898,675 for contract work. Of this \$3,294,643 was for the reconstruction of existing streets and for the installation of granolithic sidewalks. This sum is 100 per cent in excess of the amount expended for this purpose in any previous year.

A new ferryboat and the Congress st. and L st. bridges involved the expenditure of \$1,491,000.

The Soldiers' Relief Department expended \$425,000 for the care of needy veterans and their families during 1930.

BOSTON GREET'S NEW FERRY

Boston's new \$200,000 ferry boat, the General Sumner, arrived in Boston Harbor today, and will be placed in service immediately between Boston and East Boston, replacing the old ferry of the same name.

Harbor craft greeted the newcomer with salutes and sirens as it steamed up to its new home at the South Ferry slip at Eastern ave. The craft came here from the Fore River shipyards, where the keel was laid in August, and later christened by Mary Curley, daughter of Mayor Curley.

The General Sumner, named after Gen. Charles H. Sumner, East Boston patriot, is 174 ft. long and has four runways for automobiles and two cabins for passengers.

SEVEN MAYORS TO TAKE OATH TODAY

Beverly, Melrose and Woburn
To Seat New Executives

Mayors of seven Massachusetts cities will be inaugurated at exercises today. The municipalities in which the oath of office will be taken by city chief executives are Beverly, Malden, Melrose, Quincy, Revere, Waltham and Woburn.

Many former colleagues of James A. Torrey, who has served in both the House of Representatives and State Senate, will attend the exercises at Beverly City Hall at which Torrey will assume office. In Malden, Mayor W. A. Hastings, Chairman F. A. Gass of the aldermen, and T. J. Keliher, council president, will be sworn into office at the Beebe high school auditorium.

Robert A. Perkins will be inaugurated mayor of Melrose at exercises in Memorial hall. Inaugural exercises in the council chamber at Quincy City Hall will officially start a new executive term for Mayor McGrath and two new common councilmen. Mayor A. A. Cassassa and members of the new council will receive the oath of office at evening exercises in Revere City Hall.

In Waltham, Mayor Duane and new members of the school committee will be sworn into office in City Hall. Herman P. Peterson will be inaugurated mayor of Woburn and new city councillors and school committee members will be inducted at exercises in high school hall, Woburn, at 8 P. M.

Mayor Curley's address, which will be broadcast from station WEEI at 10:05 A. M., will be the feature of Boston exercises in the council chamber at City Hall today. Following the address council members will be guests of the mayor at a luncheon in the Parker House.

TRANSCRIPT 1/5/31

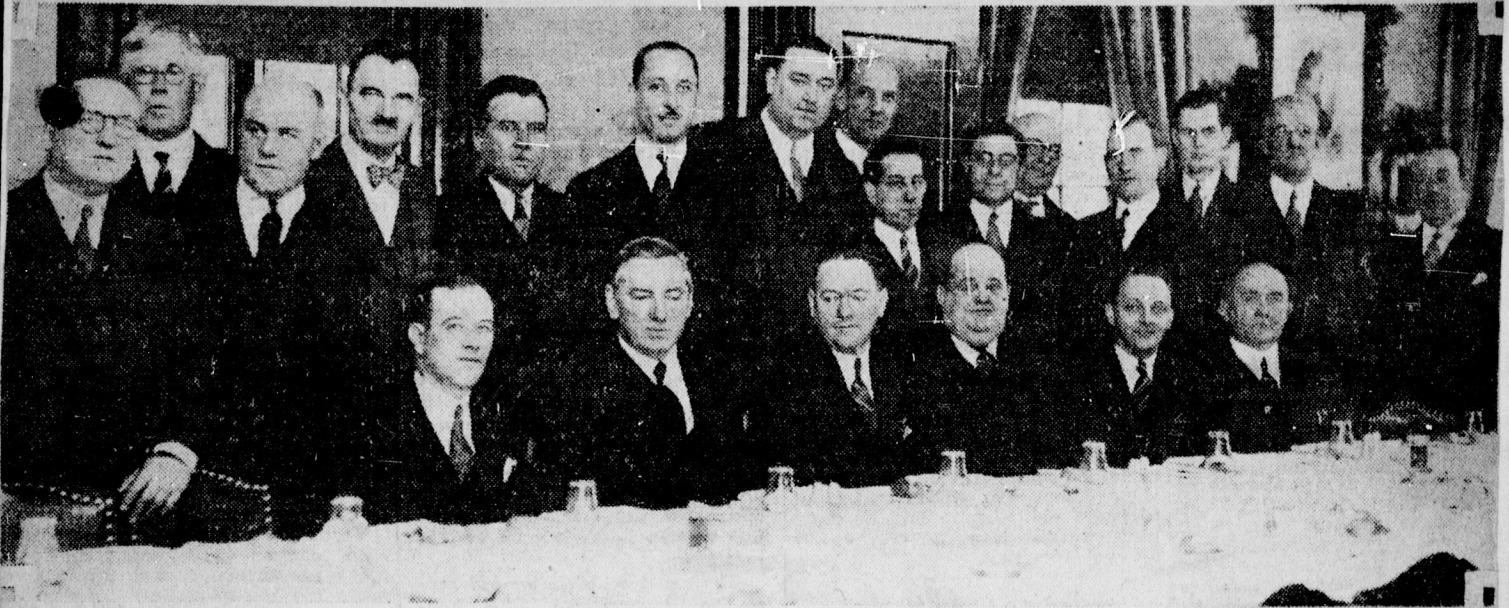
Grover Whalen to Arrive by Boat from New York

A committee from the Advertising Club of Boston will meet Grover A. Whalen, New York's official greeter, and a party of five when they arrive on the Eastern Steamship Lines steamer Robert E. Lee Tuesday morning. Mr. Whalen is to address tomorrow's meeting of the Advertising Club of Boston at Hotel Statler. Those in the party accompanying him from New York include John O'Shaughnessy, business manager of Liberty; William H. Rankin, president of the Rankin Advertising Agency; Hector Fuller, vice president of the Paramount Corporation; Earle Pearson, general manager of the Advertising Federation of America, and R. Johnson.

The party will be taken to the Ritz-Carlton Hotel and then to City Hall where Mayor Curley will extend the official greetings of the city and join the party to present Mr. Whalen to the club.

5 AMERICAN 1/5/31

Mayor Breaks Bread With Council at 'Love Feast'



MAYOR CURLEY started his second year on his third term in office by holding an old fashioned "love feast" with members of the City Council and a few of his appointees at a luncheon today. The council was to elect a new president today. Present at the "love feast" were, seated, left to right, Councillor William G. Lynch, retiring president; Mayor Curley and Councillors Joseph McGrath, Peter A. Murray, Edward L. Englert and

Thomas H. Green. Standing, left to right, are Councillor Joseph P. Cox, Councillors Albert L. Fish, Seth F. Arnold, Michael J. Mahoney, Herman L. Bush, Richard D. Gleason, Laurence Curtis, Israel Ruby, Corporation Counsel Samuel Silverman, Park Commissioner William P. Long, Councillors James Hein, Leo F. Power, Edward M. Gallagher and City Treasurer Edmund L. Dolan. (Staff photo.)

CURLEY URGES 5-DAY WEEK ON CITY JOB

**Tells Council That Boston Has
a Surplus of \$1,250,000;
\$40,400,000 Plan Favored**

Boston should lead in establishing, officially, a five-day working week for its employees.

The nation, following Boston's lead, should adopt the five-day program universally, thus aiding in relief of unemployment.

These were highlights in recommendations and reviews in the address of Mayor Curley this afternoon before the City Council at the start of a new city year.

Despite a "bad year," the mayor said, Boston has a

plus of \$1,250,000, although it has done more, comparatively, than any other city to relieve the distressed, both financially and through municipal projects.

Rapid transit systems, he said, should be constructed, at a cost of \$40,400,000, from South Huntington ave. to East Boston and from Harvard ave., Brighton, to Arlington.

MACHINES OUST 3,000,000.

With regard to the five-day week project, the mayor said:

"I recommend for your earnest consideration a study during the present year of ways and means of adoption in 1932 of a five-day working week for all persons in the employ of the city of Boston.

"In all matters for the amelioration of conditions that bear heavily upon the workers the city should be the leader and not the follower. The substitution of automatic machinery for labor in every field of activity has, in the past 10 years, displaced in the United States approximately 3,000,000 workers, and competent authorities estimate that a like number will be displaced during the succeeding 10 years.

"Inventive genius and scientific development in the machine field are essential to the progress of the nation and should be utilized for the benefit of all rather than for the enrichment of a few. A reduction in the days of the working week so that the machinery may continue to be the slave of man rather than have man become the slave of the ma-

chine, in my opinion, justifies this departure.

'ROUD OF SURPLUS

"The adoption generally of the five-day week should prove beneficial to all the people and is worthy of our more serious thought."

The mayor's 5000-word address was broadcast over the radio, the first such broadcast from the City Council chamber.

He told the city councillors and the crowded galleries that the surplus of \$1,250,000 in the city treasury at the close of 1930, is the result of a financial policy adopted by him in 1922, during a previous administration.

It is a remarkable showing, he asserted, because the business depression resulted in great financial demands being made on the city during the year.

More than 500 organizations held conventions here during 1930, he said, and more than \$100,000,000 was expended by visitors. The Mayor recommended that the movement to make this a convention city be given every encouragement.

URGES PLANNING BOARD.

Creation of a federal industrial planning board, non-partisan in character, to be composed of economists, representatives of the American Federation of Labor, and of the leading industrial establishments of the nation as a means of combatting business depression, was also recommended.

As a result of the work of the city in behalf of public health the death rate from tuberculosis is then

been held for the consideration of municipal problems.

In my opinion, since the members of the City Council are co-directors of city affairs, it would appear but proper that they be invited to participate in these monthly conferences and it is my purpose that such invitation be hereafter extended.

Conclusion

In conclusion, I invite the cooperation not only of the Boston City Council, but of the press, the Chamber of Commerce and all other agencies in the consummation of the work which under the law we are required to perform during the current year. I am firm in the belief that the year 1931 will be most prosperous and that definite steps will be taken to prevent a recurrence of the industrial depression so much in evidence during 1930.

We are gradually shedding the fear which in so large a measure has been responsible for the ills which have afflicted us during the year 1930, and if we can but approach the future with the faith that inspired the founders of the Massachusetts Bay Colony and the builders of the Nation, a larger measure of happiness, prosperity and plenty should be the lot of everyone.

I recommend for your earnest consideration a study during the present year of ways and means of adoption in 1932 of a five-day working week for all persons in the employ of the City of Boston. In all matters for the amelioration of conditions that bear heavily upon the workers the city should be the leader and not the follower.

The substitution of automatic machinery for labor in every field of activity has in the past 10 years displaced in the United States approximately 3,000,000 of workers and competent authorities estimate that a like number will be displaced during the succeeding 10 years. Inventive genius and scientific development in the machine field is essential to the progress of the Nation and should be utilized for the benefit of all rather than for the enrichment of a few.

A reduction in the days of the working week so that the machine may continue to be the slave of man rather than have man become the slave of the machine, in my opinion, justifies this departure. The adoption generally of the five-day week should prove beneficial to all the people and is worthy of our more serious thought.

With the sincere wish that the same harmonious relations that have been in evidence during the past year may continue during 1931 and that our every act shall be solely for the public weal, I bid you one and all, a Happy New Year.

MAYOR LAUDS COUNCIL FOR ITS COOPERATION

Mayor Curley attended the annual luncheon of the City Council at the Parker House this noon. Among those present besides the City Councillors were Corporation Counsel Samuel Silverman, City Treas Edmund L. Dolan, Park Commissioner Long, Public Works Commissioner Joseph Rourke, Budget Commissioner Charles J. Fox and director of public celebrations J. Philip O'Connell.

The Mayor expressed his appreciation for the whole-hearted support given him in 1930 by the council and talked on the aid extended the poor and the efforts to relieve the unemployed last year.

He paid a high tribute to Maj William G. Lynch, retiring president of the Council. Maj Lynch, in response, said that Boston would be the first city in the country to get over the effects of the depression and ascribed

Boston's excellent position to the Mayor's position. In closing, he said that he was assured the Mayor would receive the same cooperation in 1931 from the Boston City Council as in 1930.

Maj Lynch was seated to the right of Mayor Curley and on the left was Councillor McGrath, the leading Democratic candidate for the presidency of the Council. A councillor remarked about the seating arrangement that it looked like the "ex and the next."

Following the luncheon, the party went to City Hall and at 2 o'clock City Messenger Edward Leary went to Mayor Curley's office and escorted him to the Council chamber, where he made his annual address to the Council. At the close of the Mayor's remarks, the Council convened and started to ballot for the presidency.

and Porter st to the airport from the financial district in five minutes.

The Boston Board of Port Authority, after a full year's study, drafted plans covering a program of harbor development approximating a cost of over \$3,000,000 and which will result in making the main ship channel not only larger and deeper, but more inviting and accessible to the commerce of the world.

The movement for the removal of the discriminatory system of differentials to which may be traced in large measure the decadence of the port of Boston commercially is being waged with a reasonable assurance of success.

The program submitted by the City Planning Board for a central high-speed traffic artery and which has received the indorsement of the leading business organizations, represents a departure from the haphazard and highly expensive policy of street widening which has been in vogue since the establishment of the city. It will, in all probability, require a quarter century more for consummation but upon completion will unquestionably justify the vast expenditure required and necessary.

Traffic Department

The success attending the installation of traffic signal systems, both from the standpoint of public safety and of reducing delay in traffic, warrants a continuance of the aggressive, forward-looking policy that has characterized the work of the Traffic Department during the year 1930.

The friction which has from time to time tended to impede the efficiency of the department can, in my opinion, be obviated by the centralizing of authority in one individual, namely, the Traffic Commissioner, and a bill has been drafted for submission to the Legislature making provision for this departure.

Street Laying Out Department.

Since May 1, when the Legislature made the loan for the making of highways available this department has accepted and laid out new streets to the number of 90, at an approximate cost of \$1,800,000, leaving a balance for the year 1931 of approximately \$1,700,000. Among the principal streets particular mention is made of the North Harvard-st widening, grade changes in Congress st, the widening of Morton st, the widening of River st, Dorchester, and alterations in Washington st, Dorchester, and Washington st, Boston proper.

Under special loans authorized by the Legislature the board has completed the work of laying out Charles st, Summer and L sts, and Morton st Dorchester.

For its 1931 program the board has already started its work on Centre st, Weld st, Cottage av in West Roxbury, Monastery road in Brighton, Preble st in South Boston and Arlington st, Boston proper.

Public Works Department

During the past year, through the large amount made available by the Legislature and from the tax levy, the contract work done amounted to a total of \$6,898,675, which includes only a very small sum for contracts not as yet completed.

HIGHWAY DIVISION

In addition to the new streets authorized by the Street Commissioner a program of reconstruction and repairing of existing streets and granolithic sidewalks represented an expenditure in the sum of \$3,294,642,

which sum is 100 percent in excess of the amount expended in any previous year.

SEWER DIVISION

The important work comprised extension of Stony Brook, Savin Hill improvement, work at the Calf Pasture Pumping Station, and surface drainage for the 90 streets laid out by the Street Commissioners this year. The amount authorized and expended for sewerage works will approximate \$1,555,462.

BRIDGE AND FERRY DIVISION

Important projects were the construction of Congress-st Bridge, L-st Bridge, and a new ferryboat which, with miscellaneous other work, made a total of \$1,491,000.

WATER DIVISION

The small amount of contract work in this division is accounted for by a slump in building activity. The total number of services installed was 33 percent less than last year, with even a greater decrease in the extension of pipe mains for such services. This reduced the amount of contract work for this division to the comparatively small total of \$557,571.

The contribution by the Public Works Department with a total of nearly \$7,000,000 for construction contracts during last year contributed greatly to the relief of unemployment, as it has been estimated by national road authorities that practically 70 percent of the total expenditure for road construction can be assigned to labor, either on the site of the work or at the origin of and transportation of materials.

PROGRAM FOR 1931

Legislative approval has been asked for \$2,000,000 for reconstruction of old streets and \$1,500,000 for the reconstruction of Chelsea North Bridge, and \$2,000,000 for the extension of the covered channels of Stony Brook and its tributaries, which we hope if approved will make our record of contract expenditure for the year 1931 equal to that of 1930.

Law Department

Prior to 1930 all claims for damages against the city, resulting from defects in the highway, were investigated by the claims division of the Boston Police Department. This system was changed and a new division of the Law Department established, known as the investigating division, and all claims of every nature against the city were assigned to this division for investigation and report.

Upon the inauguration of this plan of investigation of cases a policy of eliminating fraudulent claims against the city for defects in the highway was commenced and as a result the city has saved at least \$100,000 in the past year.

This policy has the additional advantage of having discouraged the bringing of false and baseless claims and suits against the city for alleged accidents in the highways and will result in a still greater saving for the year 1931 and subsequent years.

Soldiers' Relief

During the year 1930 the Soldiers' Relief Department of the city of Boston expended \$425,000 for the relief of the veterans, and the families or dependents of veterans of all wars. An investigation disclosed the fact that the cities and towns of the Commonwealth were providing aid that should properly be furnished by the Federal Government.

With a view to correcting this injustice, special counsel was engaged

some five months ago for the purpose of compiling all laws relative to aid for veterans and their dependents. It was found upon investigation that the cities and towns of the Commonwealth had been for many years paying an amount in excess of \$1,000,000 annually to veterans and their dependents, which sum should be provided through the Federal treasury.

A meeting was called, to which were invited Soldiers' Relief Commissioners and representatives of the veterans' organizations of the Commonwealth for the purpose of considering this all-important subject, which represented an annual unfair levy upon the city of Boston alone of approximately \$250,000.

A draft of the legislation which it is proposed shall be submitted to the Federal law-making bodies was considered at the meeting and received the unanimous indorsement of every city and town in the Commonwealth, in addition to a pledge of support for its enactment by every veteran organization.

It was the consensus of opinion of the soldiers' relief departments of the Commonwealth and the veterans' organizations that it was the duty of the Federal Government, upon whose call the men were mustered to the colors for the defense of country, to provide for their needs, except insofar as it affected temporary relief due to industrial depression.

The legislation sponsored by the city of Boston and indorsed by every city and town in the Commonwealth will be submitted to Congress during the present session and provides for increased compensation, not only for veterans and their families, but liberal allowances for widows and dependents of those who died in the service of their country.

Finance

Boston has long enjoyed an enviable financial reputation among the great cities of the country. This has been accomplished through prudent and economical management of matters financial over a long period of years. Scrupulous care in financing current obligations from taxes and providing only for permanent improvements from bond issues have been the means through which we have developed this splendid result.

During the past year, with its abnormal conditions of business depression and excessive unemployment, the city has courageously faced its obligations and financed all its relief to needy citizens without resort to bond issues. Temporary loans in anticipation of taxes were issued during 1930 to the amount of \$22,000,000. The last of these loans was paid on Oct 7, 1930, and no temporary loans were outstanding at the end of the year.

According to a sound financial policy adopted by me in 1922, the first year of my previous administration, the books of the city will be kept open for approximately three weeks in order to pay every known liability incurred during the year 1930. Upon the closing of the books, there will be a substantial cash surplus remaining, estimated at more than \$1,250,000, notwithstanding the heavy financial demands made upon the city in a year of great business depression. Truly a most remarkable showing.

Responsibility of Mayor

The Charter of 1909 was drafted with a view to centralizing responsibility in the Mayor and it has been my purpose to conduct the activities of the city upon a strictly business rather than on a political basis. Under the provisions of the Charter, monthly conferences of department heads have

that a warmer climate presents without any of the disadvantages such as long journeys and expensive fares.

Rose Garden Popular

The attendance at the Rose Garden at Franklin Park during the year 1930 equalled the numbers to be found at the Kew Gardens in London, and with a view to making this section even more attractive, a rock garden, one of the finest to be found in the country, was this year constructed adjoining the Rose Garden.

For many years the condition of Muddy River from Leverett Pond to Brookline av has constituted a distinct menace to public health both in the City of Boston and the town of Brookline. Last year through an arrangement made with the town of Brookline and representing a combined cost of \$75,000, it was possible to abate this nuisance and provide additional safeguard for public health.

In observing the Tercentenary of the Founding of the Massachusetts Bay Colony it was but fitting and proper that a suitable memorial be erected to commemorate the services of the men and women through whose courage, confidence and conscience may be traced the success of the Massachusetts Bay Colony, and for this purpose the sum of \$45,000 was appropriated for the erection of a suitable memorial at the Spruce st entrance to Boston Common.

The program for improving the public parks and playgrounds so as to make the same more inviting for general use, entailed an expenditure approximating \$200,000 and this work will be continued until the maximum of efficient use has been established.

At a cost of \$200,000, field houses and shelters have been provided at 12 playgrounds throughout the city, while more than 50 additional instructors were employed during the entire season to supervise play activities, thereby protecting the children and preventing them from indulging in play activities upon the public highways at a possible cost of limb and life.

For many years it has been customary to conduct the Randlge Fund excursions for children at Long Island in Boston Harbor, and the method of transportation was the boat upon which prisoners were sent to the House of Correction at Deer Island. With a view to providing a more cheerful atmosphere these excursions were last year conducted at Castle Island, where bathing facilities and recreational grounds were developed and the most successful excursions ever held in the city were enjoyed.

East Boston Plans

The improvements made in the East Boston section at World War Memorial Park represented a total of about \$100,000, and it is my sincere wish that legislative action may be secured to provide the sum of \$1,000,000 this year for the purpose of providing a marine park extending from World War Memorial Park in East Boston to the Winthrop line. These additional recreational facilities should prove of great benefit to the residents of East Boston and, in addition, increase property values in this section of the city.

It is most unfortunate that a large percentage of the citizenship has failed to take advantage of the interesting picture unfolded in the development work being conducted at the East Boston Airport and which during the past year represented an expenditure of about \$450,000.

There is no method by which it is possible to visualize the future value of East Boston's Airport. It is, how-

ever, significant that the leading automobile manufacturer of America now finds it advantageous to fly trimotor planes direct from Detroit to the airport, there to be crated for shipments either to Europe or South America. It is equally significant that the passenger traffic by air at the port is increasing and it is generally accepted that upon completion of the East Boston Tunnel and with a widened and extended Porter st, that Boston will not only have one of the largest and best located but the most accessible airport to be found in the world.

With a view to relieving unemployment an area comprising nearly 7,000,000 feet of land in the West Roxbury and Hyde Park sections was purchased for the purpose of establishing a municipal golf course thereon. At the present time the work is progressing in a most satisfactory manner with some 300 men employed in clearing the wooded area and preparing the golf course for use by the public. To those persons who have not availed themselves of the privilege of playing golf, I may state, from personal observation and experience, that it is a most attractive recreation for the individual and in addition an excellent investment both from a health and financial standpoint for any municipality. The Franklin Park Golf Course last year netted, over and above maintenance charges, \$20,000 revenue to the city and the facilities were enjoyed by some 70,000 persons.

The necessity for constant expansion and improvement of the parks and playgrounds so far as finances will permit must be evident to every citizen. Among other improvements which I am desirous shall at least be started are the following: a double-barrelled roadway throughout the park system; a boulevard from the Strandway to and around Castle Island; a motor yacht basin at **Pleasure Bay, South Boston**; suitable locker and field house buildings upon all public playgrounds with concrete bleachers upon all of the larger playgrounds; and tree planting upon residential streets wherever possible.

Governor Sq Improvement

The Legislature in 1925 enacted a law providing for the extension of the Boylston-st Subway but, notwithstanding the fact that the demand for traffic was both imperative and constant by persons obliged to travel over the Commonwealth-av and Beacon-st lines of the Boston Elevated Railway system, nothing was done in the matter until 1930.

The bill was amended to provide that the work upon this subway extension be performed upon a day labor basis under the direction of the Boston Transit Commission and that preference in employment be given to men who had served in the Army, Navy or Marine Corps during the World War.

The work is progressing at the present time in a most satisfactory manner, with three shifts of workmen operating, and with a reasonable certainty that the allotments paid in the Soldiers' Relief Department will be reduced by more than one-half. At the present time more than 600 service men are engaged upon this work, and as a result of a recent conference with the Elevated trustees and the directors of the Boston Elevated Railway Company an agreement has been reached for an extension of the structure to Audubon Circle, which will increase the amount to be expended from \$3,100,000 to about \$5,000,000, thereby providing additional opportunities for the men upon whom the Nation relied for its continued existence during the period of the World War.

Additional Transit Facilities

It is most unfortunate that the Boston Elevated Railway System has been conducted at a loss during the year 1930. Nevertheless, the convenience of the traveling public and a due regard for property values in the business section of the city make necessary an extension of rapid transit facilities.

The program as outlined by the Metropolitan Transit Council is most comprehensive in character and while it involves a tremendous expenditure is unquestionably necessary for the welfare of the city and the territory served by the electric railway system. Two plans have been drafted by the Metropolitan Transit District officials for submission to the Legislature.

Route 1 should begin at or near the junction of South Huntington and Huntington avs and follow the general line of Huntington av to Stuart st, thence along Stuart st to Columbus av, thence along Columbus av and under the Common to a new station to be constructed near the present Park-st station, thence under Beacon Hill to a connection with the East Boston Tunnel at Bowdoin sq, and thence by new construction to a terminal at, or near, Day sq, East Boston, with provision for a future connection with the Boston, Revere Beach & Lynn Railroad.

Route 2 should begin in the Brighton section of the city, west of Harvard av, and in general follow the line of Commonwealth av to Governor sq, thence via the present Boylston st and Tremont-st subways to a point on Canal st near the North Station, thence via the present elevated structure and viaduct to Lechmere sq, and thence by new construction along the general line of the Boston & Maine Railroad, through Winter Hill and Davis sq to a terminal in North Cambridge or Arlington.

The adoption of these plans will represent a total expenditure approximating \$40,400,000. Notwithstanding the financial burden which the adoption of these plans represents I am nevertheless of the opinion that there is no course open other than approval.

Traffic Tunnel

The most forward step taken in traffic facilities in the history of the city is represented in the tunnel to be constructed to East Boston, at an estimated expenditure of \$16,000,000. This project, which has been a subject for study since 1843, and which was originally recommended in the Mayoral Inaugural of 1868, has at last happily been embarked upon.

Land takings have been made upon the Boston and the East Boston sides, and specifications for the advertising of the contract to build the tunnel will be available during the present month. The completion of the tunnel will necessitate the widening and extension of Porter st in East Boston, so that a suitable and direct artery to the Airport may be established.

Airport, Harbor and City Planning

The Federal Government has cooperated and it is anticipated that legislation will shortly be enacted by Congress which will permit of the transfer of Governor's Island to the custody of the city of Boston.

The Commonwealth of Massachusetts, during the year 1930, transferred to the custody of the city, State land necessary for airport extension at East Boston, and with the raising of Governor's Island and the reclamation of the Bird Island flats the Boston Airport when completed will be more accessible to the business district of the city than any airport in the world, since it will be possible to journey via tunnel

New York State and the Province of Quebec.

The protection of the milk supply before it arrives in Boston equals in importance its proper distribution after arrival, since milk is one of the most important mediums for the spread of disease.

That the Boston milk supply is equal to any to be found in any large city in the country is due not only to an excellent system of dairy inspection but to the laws enacted in recent years providing for pasteurization.

It is today accepted that public health is purchasable, that disease is largely preventable and that the promotion of public health is possible, and while protests from time to time are heard against the increasing cost of administering the activities of the health department, I am quite certain that so long as a health record as high

as that obtained during 1930 is in evidence there will be little justification for either protest or complaint.

City Hospital

The program for the most modern municipal hospital in the United States was launched in 1922 during my previous administration. It represented studies by the City Hospital trustees and staff, the purpose being to anticipate the possible requirements of the next quarter of a century.

Originally it was anticipated that \$7,000,000 would be necessary, but the trustees of the institution are now of the opinion that an additional \$3,000,000 will be required to complete the program.

To the citizen who has not visited the institution in recent years will come a thrill of exaltation when privileged to witness the transformation that has taken place. Substantially the major portion of the buildings formerly located upon the City Hospital grounds have been in use upwards of 40 years. During this period of time rapid changes have taken place in the character of hospitalization facilities and in the care and treatment of patients. Medical and surgical cases in the past have been treated in the same building and in substantially every building upon the grounds, while the facilities provided for the doctors, nurses, internes and orderlies were wholly inadequate for the efficient and economic administration of this important function of government.

Program Nearing Completion

The original program, now approaching completion, provides for separate 10-story buildings for medical cases and similar buildings for surgical cases and with accommodations in each building for the treatment of 230 patients, in addition to modern clinical laboratories. The maternity building is the largest and most up to date in any American city.

The out-patient department, which formerly functioned in an ancient story and a half structure, now boasts a modern 10-story structure with every possible facility for the conservation of human life.

The administration building, which was constructed shortly after the Civil War, will be replaced by a modern administration building of sufficient size to house all of the business offices of the hospital, and in addition, the administrative professional force, with an auditorium seating 400 persons suitable for use by clinics now conducted in the surgical amphitheater.

A contract will shortly be advertised for a new pavilion for children, the first six floors of which will house medical and surgical cases of children under 14 years of age, and the two upper floors given over to infants.

Provision has been made for the installation of glass cubicles throughout this building for the purpose of preventing cross-infection, the most prolific cause of death in cases of children. Provision will also be made for the installation of a vitæ-glass roof where every facility will be provided for health-giving violet rays to the children undergoing treatment.

The removal of the administration building, heretofore located in the center of the hospital grounds, will make possible the construction of a modern kitchen of sufficient capacity to provide for the entire institution, and, incidentally, it might be well to state the cost of this kitchen when completed will represent an expenditure as great as the cost of a modern 10-story building, namely, about \$400,000.

With a view to providing additional protection from fire and minimize both odors and noise, it is proposed that the morgue, the laundry, and all of the workshops, be located on the Roxbury Canal side of Albany st, thereby removing them entirely from the present hospital grounds.

Nearly \$2,000,000 Spent

The sum of nearly \$2,000,000 has been expended for buildings and equipment at the Mattapan Tuberculosis Hospital since the transfer of the operation of this institution was made to the Boston City Hospital Department. This expenditure, upon recommendation of the trustees of the Boston City Hospital, represents a courageous yet radical departure from the policy heretofore pursued in the treatment and care of persons afflicted with tuberculosis.

The admission building and two adjoining buildings completed this year will provide accommodation for 250 bed patients with provision for the treatment of patients in single rooms or cubicles rather than large numbers in open wards.

Under the open-ward system of treatment it was extremely difficult for the patient to secure the sleep necessary for the cure of incipient cases due to the constant coughing of other patients similarly afflicted.

The introduction of the cubicle or single-room system permits for the first time of receiving of incipient cases, and it is but proper to say in passing that the cubicle or single-room system adopted at the Mattapan Hospital represents the most forward step in the care and treatment of tubercular cases of any American city, since it is the only institution thus equipped.

Aged Poor and Chronic Illness

The adoption by the Commonwealth of the old-age pension law in all probability will result in a reduction in the number of inmates at the Long Island Hospital and the adoption of a program covering a period of 20 years may render possible the abandonment of the Long Island institutions and the transfer of the inmates to the mainland.

Pending the adoption of this program, I believe it both wise and humane to erect at Long Island a recreation hall, where the inmates may gather for diversion in quarters that are inviting rather than compel the use by them of the present unsanitary, unwholesome and depressing concrete basement in which they have so long been required to assemble.

The success achieved in the field of preventive medicine in the treatment of infectious and contagious diseases common to children, through the use of serum and the control of cross-infection, has resulted, notwithstanding

an increase in population, in a tremendous reduction in the number of patients in the children's wards of the City Hospital.

I have requested the hospital authorities to make a study with a view to the establishment of a chronic hospital upon that portion of the hospital grounds known as the South Department and now utilized for the treatment of children with infectious diseases. The indications are that, with the rapid strides being made in the treatment of this class of cases, a portion of the Homeopathic property adjoining the main hospital and located between Concord and Stoughton sts may be developed for the treatment of this class of cases.

In that event it would be possible to develop in the area now given over to children's infectious diseases, namely, the property located between Farison av, Albany st, Massachusetts av and Northampton st, for the erection of a chronic hospital.

It has been the custom during the past half century to treat unfortunates afflicted with chronic diseases at the Long Island institution. The distance from Long Island has always rendered it difficult for the municipality to secure the services of the ablest surgeons and physicians because of the length of time consumed in journeying from the mainland to the institution. It has likewise been a problem to secure the ablest class of professional men and women to minister to the needs of the inmates and in the event that the program as here outlined can be consummated, it would be possible on the mainland to provide the highest possible character of medical and surgical services for the unfortunates now located at Long Island.

Park Department

The parks and playgrounds of any city are an important factor in the conservation of public health and the money expended either for the acquiring of additional park area or improving of existing parks or playgrounds nets a double return to the community; first, important improved facilities for recreation necessary to health and second, the enhancement and value over a period of years of lands acquired.

The Park Department of the city has been required to perform a greater amount of work during the year 1930 than in any previous year in the history of the department. The extension of park and playground facilities has afforded opportunity for the employment of large numbers of men and has proven a most prolific source of wise investment of public funds.

The largest single expenditure in this connection has been for the completion of Columbus Park and the erection of the Strandway of the new L-st Bath House. These two improvements represent a total expenditure of approximately \$760,000 and include the erection of a stadium with accommodations for the seating of 10,000 persons, which may be enlarged to provide for 70,000 persons.

The bathing facilities at L-st have long been inadequate, the structure a fire trap and the ever present possibility that in the event of conflagration during the bathing season the public would be deprived of a privilege long enjoyed.

Work is now in progress upon the new L-st Bath House which will be of fireproof construction and open the entire year with hot and cold salt water showers. It will be the first municipal bath house in the world containing a solarium with quartz glass roof through which it will be possible for the citizens of Boston unable to journey to the warmer climates during the winter season to enjoy the advantages

matic machinery for labor in every field of activity has in the past 10 years displaced in the United States approximately 3,000,000 of workers and competent authorities estimate that a like number will be displaced during the succeeding 10 years. Inventive genius and scientific development in the machine field is essential to the progress of the Nation and should be utilized for the benefit of all rather than the enrichment of the few.

"A reduction in the days of the working week so that the machine may continue to be the slave of man rather than have man become the slave of the machine, in my opinion justifies this departure. The adoption generally of the five-day week should prove beneficial to all the people and is worthy of our more serious thought."

Future Looks Bright

The future looks bright to the Mayor. "I am firm in the belief," he said, "that the year 1931 will be most prosperous and that definite steps will be taken to prevent a recurrence of the industrial depression much in evidence during 1930.

"We are gradually shedding the fear which in so large a measure has been responsible for the ills which have afflicted us during the year 1930, and if we can but approach the future with the faith that inspired the founders of the Massachusetts Bay Colony and the builders of the Nation, a larger measure of happiness, prosperity and plenty should be the lot of everyone."

In his comprehensive summary of the accomplishments of the year just passed, the Mayor gives important place to the Tercentenary observance. About \$100,000,000 was expended by the various organizations convening here during the Tercentenary year, he said.

Referring to the period of industrial depression, His Honor asserted that the portion of the public that has suffered the loss of employment through this depression "has undergone less hardship in our city than in any other city in America."

The Mayor told of the unemployment relief effected by the program of the Park Department which, he said, handled a greater amount of work in 1930 than in any other year of its history, and outlined plans for park improvement to be undertaken this year.

He devoted considerable time to discussion of the Boylston-st subway extension, the \$16,000,000-East Boston tunnel, the airport, harbor development and city planning.

In his remarks on the Traffic Department Mayor Curley said: "The friction which has from time to time tended to impede the efficiency of the department can, in my opinion, be obviated by the centralizing of authority in one individual, namely, the traffic commissioner, and a bill has been drafted for submission to the Legislature making provision for this departure."

Text of Address

The full text of the Mayor's address follows:

Gentlemen of the City Council—In conformity with custom we assemble at the opening of the fiscal year for the purpose of organizing the legislative branch of the government and in addition to make public a summary of the work performed during the year that has passed and to outline a program for the year that begins today.

The Tercentenary observance by the city of Boston of the founding of the

Massachusetts Bay Colony was in keeping with the best traditions of the past.

The success of the movement to invite public attention to the advantages and attractions that Boston offers in larger measure than any other American city to organizations assembling for convention purposes was due in large measure to the whole-hearted support received from the press, the Boston Chamber of Commerce and public-spirited women and men of the municipality.

The conventions of the American Legion, the American Federation of Labor and the Knights of Columbus, with some 500 other organizations, have given an impetus to the movement that with proper encouragement and wise direction should result in Boston occupying first place as a convention city. It has been estimated by competent authorities that the various organizations which convened here during the year 1930 expended about \$100,000,000 and it is highly important that encouragement be given to this activity.

Unemployment Well Met

I want at the outset to express my sincere appreciation for the support given the legislative program submitted by me from time to time during the year 1930. The unique position which Boston has occupied among American cities during the period of industrial depression and unrest which has been worldwide, is in no small measure due to the harmony that has obtained between the executive and the legislative branches of the Municipal Government.

Every measure submitted by me, as Mayor, has received the approval of the City Council and likewise His Excellency the Governor and the State Legislature have displayed a liberality and a willingness to cooperate that have been responsible in large measure for such success as has been attained.

That portion of the public, and it is no small part, that has suffered the loss of employment through industrial depression has undergone less hardship in our city than in any other city in America due to the courageous and liberal policy which at the outset was by many considered extremely radical, but which after a full year of trial is admitted the wisest policy of pursuit during the trying, drab year that has passed.

It is clearly the duty of the American people, who for a period of more than a century have been subjected to industrial depression at least once in every seven years, to devote time, thought, energy and money to the development of such a program as will provide a panacea essential to the happiness, prosperity and patriotism of the Nation.

I had a profound appreciation of the task, yet I likewise recognized that it was both unjust and shortsighted to delegate to a limited element of the population the all-important work of formulating an industrial and economic program for all the people.

American Federation of Labor

The American nation is eternally obligated to the American Federation of Labor for much of the social and economic legislation upon the statute books of our country and of every State in the Union, and our appreciation is heightened when we realize the difficulty which confronted this group of patriots in the work they have undertaken with such signal success.

Economic Conference

With a view to supplementing the

work that has been so well performed by the American Federation of Labor I have conducted weekly conferences participated in by the president and head of the Department of Economics of all the universities located in Massachusetts. This organization, after much research and study, has recommended the creation of a Federal Industrial Planning Board. The planning board thus created to be nonpartisan in character and to be composed of economists, representatives of the American Federation of Labor and the leading industrial establishments of the United States. Through a Federal Industrial Planning Board it will be possible to develop a fact-finding clearing house for the furnishing of data to Congress that may be helpful in minimizing or permanently preventing industrial depression similar to that through which this country is now passing.

Public Health

The year 1930 has been notable in the matter of public health, notwithstanding the so-called industrial depression and general unemployment. The success of the campaign inaugurated for the stamping out of diphtheria some seven years ago was particularly gratifying in view of the fact that this disease, once regarded as a dread scourge and exacting an annual toll of 225 lives, was reduced to but 25 fatalities during the entire year 1930, and it is not unreasonable to anticipate that provided all the children of the city had been immunized, even this number would have been less.

The successful combating of tuberculosis, through the generous expenditure of money, is attested in the establishment during 1930 of the lowest death rate in the history of the city, from this once dread scourge which now gives promise of speedily being removed from that class.

An unflinching barometer of adequate public health service is represented in the infant mortality rate, which during 1930 was the lowest ever established. The development of the George Robert White Health Units and extension of child hygiene clinics have made possible the waging of a constant campaign against disease where heretofore, due to overcrowding, inadequate housing and lack of knowledge of preventive measures, real progress was impossible.

The George Robert White Health Units may properly be termed "Department Stores of Health." These pass on a troubled sea of sickness furnish varied health service where health education is constantly promoted, and disease successfully combated. These units, through the system of inter-relationship created by the health and relief agencies, make possible not only a speedy solution of health but economic problems as well.

Well attended pre-natal, infant and pre-school age clinics with a dental service continually growing in attendance, solarium upon the roofs, where the pre-tubercular and undernourished are cared for, with tubercular clinics not only for incipient cases, but examination of all contacts, supplemented with X-ray examinations, serve as dependable barriers against the common enemy of man, namely disease.

Protection of Milk

Health services supplemented by relief, offer more than the reasonable assurance of life extension and disease prevention. Supplementing the work of the child hygiene clinics and the health units, the City of Boston conducts a dairy inspection system whose supervision extends to more than 100,000 cows, upon farms in New England.

GLOBE 1/5/31

MAYOR CURLEY FAVORS 5-DAY WEEK FOR ALL CITY EMPLOYEES

URGES COUNCIL TO STUDY PLAN

Predicts Prosperity This Year In His Annual Address

In his annual address to the City Council, making public a summary of the work performed during the past year and outlining a program for the new fiscal year, Mayor James M. Curley offered a recommendation to the Council to study this year ways and

means of adopting in 1932 a five-day working week for all city employees.

"In all matters for the amelioration of conditions that bear heavily upon the workers the city should be the leader and not the follower," declared the Mayor. "The substitution of auto-



MAYOR JAMES M. CURLEY

TRANSCRIPT 1/5/31

The Mayor's Message

Mayor Curley's address to the City Council is, fortunately, the summary of a highly successful year of administration. In accordance with a policy instituted by him in 1922, the books of the city will be kept open for three weeks after the close of the calendar year, and we have His Honor's assurance that when they are closed they will show a cash surplus estimated at not less than \$1,250,000, notwithstanding the heavy demands upon the city during the great Tercentenary year, which also was one of serious business depression. This saving will largely offset the reduction in receipts from the State income tax, and Mr. Curley is entitled to his modest line, "Truly a most remarkable showing."

Mayor Curley confines himself to a review of accomplishments, of which perhaps the most striking are found in the domain nearest his heart, that of public health. He personally was responsible for the adoption of the Health Unit system by the city of Boston, and it is with peculiar pride that he emphasizes the advances gained in hospitalization, preventive medicine and recreational facilities. Our citizens will learn with some astonishment, we believe, the record of progress in this direction; of the reduction in child mortality, for example, which in one instance has been so great as to warrant the mayor's recommendation that an area hitherto given over to children's infectious diseases shall now be devoted to the uses of a chronic hospital; of his gratification that Boston's Rose Garden commands an attendance equal to that upon the famous Kew Gardens of London; of his announcement that the new L Street Bath House will be equipped with a quartz roof "through which it will be possible for the citizens of Boston, unable to journey to the warmer climates during the winter season, to enjoy the advantages that a warmer climate presents." It is in touches like these, which reach out to the poor and the suffering, that the mayor is shown at his best.

Mr. Curley is a man of great vision, and naturally this quality is reflected in his address. He has not here, however, gone much outside conservative suggestion, for the garment of official altruism after all must be cut according to the cloth of the taxpayer's purse. His dream includes a request to the Legislature for approval of the Huntington avenue-East Boston and Brighton-Arlington subway projects, to cost some \$40,000,000, and there may be more or less general agreement with his comment that "notwithstanding the financial burden which the adoption of these plans represents, I am nevertheless of the opinion that there is no other course open than approval." But the mayor evidently senses popular objection when he says only of his high-speed

TRAVELER

1/5/31

25,000 Expected at Police Ball Tomorrow Night

Presentation of Heroism Medals to Three Members of Department to Be Feature—Allen, Curley, Hultman Among Invited Guests

The annual ball of the Boston police department, held under the auspices of the Boston Police Relief Association, is expected to draw a gathering of 25,000 to Mechanics building tomorrow night.

The list of invited guests includes Gov. Allen, Mayor Curley, Police Commissioner Hultman, Supt. Crowley and

a host of notables. This is the first ball the department has held in the administration of Police Commissioner Hultman. Hultman has made a rule that all superior officers who attend the function shall do so in full dress uniform.

MEDALS TO BE AWARDED

One of the features of the affair will be a drill by a selected company under the direction of Capt. Louis Lutz, drillmaster, and Lt. Thomas S. J. Kavanaugh, assistant.

The drill company also will escort to the platform the three members of the department who are to receive the annual awards for valor. The first of these is the Col. Walter Scott medal which has been awarded to Patrolman James J. McGowan of traffic station 21. McGowan displayed unusual bravery when he faced a revolver in the hands of one of two youths in a stolen car and after a fight succeeded in capturing both.

The two department medals of honor have been awarded to Sergt. Fran E. Gilman of station 7, East Boston, and to Patrolman Archibald Rintoul of traffic station 21. Sergt. Gilman braved the gunfire of a man acting suspiciously in a Federal street building and captured him after a chase through streets in which shots were exchanged.

WHITEHEADS TO LEAD MARCH

Patrolman Rintoul, at the risk of his own life, rescued an employee of the Edison company who had become "frozen" to a live wire and could not release himself. The officer grabbed the man by the shoes, throwing him to the ground and breaking the contact, an act which undoubtedly saved the man's life.

When these officers are escorted to the platform and presented to Superintendent Crowley they will be turned over to Commissioner Hultman, who will make the awards.

The board of merit which passes upon the awards each year consists of Superintendent Crowley, Deputy Superintendent Good and Deputy Superintendent McDevitt.

The grand march will be led by Patrolman Philip F. Whitehead, president of the relief association, and Mrs. Whitehead. The waltz will be followed by Commissioner Hultman, Superintendent Crowley, with his daughter-in-law, Mrs. Madeline Crowley, many other invited guests and patrons. Dancing will be enjoyed until an early hour.

Ferryboat General Sumner Arrives

With a group of officials of the city of Boston and the Bethlehem Shipbuilding Corporation aboard, the new municipal ferryboat General Sumner, which is to be used on the South Ferry, arrived in the harbor this morning from the Fore River plant in Quincy. After crossing the harbor between the two slips on a trial trip she tied up on the East Boston side and her auxiliaries, including fire pumps, were tested and the craft was then taken to the Atlantic Works plant of the Bethlehem Corporation, where she was hauled out on the marine railway for final under-water paintings. Tomorrow she will be turned over to the city and will be placed into service during the day.

artery project that it will require a quarter of a century for consummation; and he goes further than public opinion at present will follow him when he tentatively suggests the institution of the five-day working week. Fortunately, however, he does not commit himself to this expensive if not dangerous idea but merely recommends a study of its possibilities; and it may be that such a study will disclose its impracticability. While ostensibly it would take up the slack being caused by the rapid introduction of labor-saving machinery, it is, nevertheless, a subtle move for an increase in wages and salaries, and the present is no time for such a proposal. It is hardly good economics to relieve unemployment by making employment more expensive. The mayor has laid out a sufficiently progressive program without encumbering it with this.

Curley Happy Over Record of the Year

**Tells Council Boston Has Met
Depression Better Than
Any Other City**

Million in Treasury

**Favors \$40,000,000 Rapid
Transit Plans — Asks Study
of the Five-Day Week**

By Forrest P. Hull

The full text of Mayor Curley's
inaugural address is printed on
Page 5.

Despite the troubles which the city of Boston has encountered in a year of business depression, the books will close for the year with upwards of \$1,000,000 as a treasury surplus and the financial reputation of the city at its highest point. This was perhaps the most significant message which Mayor Curley delivered to the City Council today as he gave a lengthy account of his stewardship covering the first year of his third term.

It was called "inauguration day" at City Hall. The designation persists, though there is nobody to "inaugurate" as in former years when the city government was inducted into office yearly and every two years. One year ago Mayor Curley and the twenty-two members of the City Council were inducted into office on the platform of Symphony Hall, the former for four years and the latter for two years. Today, as the fiscal year ends, the mayor and the council meet on the happiest of terms, break bread at the Parker House and adjourn to the council chamber where the annual message is delivered and the council proceeds to organize for the new year.

Mayor Curley spoke through the microphone today, it being the first time that any utterances from the School street building had been broadcast. He spoke for an hour with the councillors in their seats, department heads on the floor and the public in the galleries. His review was a formal record of the city's accomplishments, but his remarks at the hotel were of that intimate character which mayors usually employ even though their relationships with the other branch of the city government may not be altogether friendly.

Christmas Dinners for All

It was at the hotel that the mayor told how he had attempted to meet the unemployment situation to the extent that no

household in the city went without a Christmas dinner and that, moreover, by his suggestion, each of the 2200 families on the public welfare rolls was supplied with \$5 gold pieces on the day before Christmas. He declared that Boston spent \$4,000,000 in relief without resort to public subscription, while New York, with seven times the population of Boston, was having a hard time to raise \$8,000,000 from the public. It was his opinion that Boston had met the situation better than any other large city; in fact, so widespread had been the knowledge of Boston's success that practically every large city of New England had written to him to learn of the policy pursued.

Speaking of the future, Mayor Curley gave it as his opinion that the heavy load was passing and that in a month or two the country would be on the high-road to reasonable prosperity. He hoped the country would not witness another such spectacle during his lifetime, but to prevent recurrences it would be necessary for President Hoover and Congress to adopt preventive measures, such as the creation of the industrial planning board which the mayor had suggested.

Thanks for Co-operation

Reading from his prepared manuscript at City Hall, the mayor first offered thanks to the City Council, Governor Allen and the Legislature for the co-operation that he had received. He then gave a summary of the work accomplished by such departments as those of health, hospital, public works, parks and transit, making mention particularly of the great value of the George Robert White Health Units, the great advance in the City Hospital plant with its need of \$3,000,000 additional to complete the extensive plans of housing; the progress in the park department, notably through the plans for the new bathhouse at L street, South Boston, and the improvement of playgrounds, and the work in extending Boston's rapid transit system.

Speaking of the recommendations of the Metropolitan District Council for submission to the Legislature, involving two distinct routes for which an expenditure of \$40,400,000 will be necessary, the mayor declared that though the expense would be heavy, "there is no course open other than approval."

As to the airport extension, the mayor expressed the opinion that Congress will shortly enact the necessary legislation to permit the transfer of Governor's Island to the city. With that large area developed, and the reclamation of Bird Island flats, Boston will have an airport more accessible to the business district than that of any other airport in the world, he said.

Though the mayor is strong for the construction of the first link in the central artery as recommended by the City Planning Board, he disposed of the thoroughfare subject with the remark: "It will, in all probability, require a quarter-century more for consummation, but upon completion will unquestionably justify the vast expenditure required and necessary."

Following the mayor's address, the City Council took up the ordinary first session matters and then considered the election of a new president.

AMERICAN 1/6/31

tension of the subway to Audubon Circle, the speedy completion of the \$16,000,000 East Boston tunnel and his Stony Brook, Chelsea North Bridge and his \$3,000,000 plan of highway widenings all visualize the growth of the metropolitan city and ought to be accepted with the enthusiasm that has already greeted the general street development to relieve the terrific congestion in the heart of the city.

Obviously these undertakings should be financed by bond issues, because they include improvements of a permanent character to be enjoyed by future generations as well as by the present generation. To impose immediate, direct taxes to finance them would destroy the acceleration they are giving to business and would result in turning a new army of unemployed back into the labor market.

Mayor Curley's program is laden with other advisable projects, which the city must absorb as quickly as its facilities will permit.

His program is courageous, forward-looking and is flavored by a passionate desire to relieve the burdens which have fallen so heavily upon our people least able to carry them.

It manifests a type of civic leadership which the city is fortunate to have in its service.

New Cow, Bull, Hens and a Few Turkeys for City's Zoo

Mayor Curley, last night, ordered the Park Commission to obtain a new cow, a bull, a flock of hens and, in addition, a couple of turkey gobblers for the Franklin Park Zoo collection, upon learning that the domestic stock, which he ordered during his last administration for the education of the city's youth, had disappeared.

Their absence might have escaped notice of a public nature had not the Mayor, in the course of an address at the poultry show a few days ago, boasted that he had added cows and hens to the municipal animal family so that the youngsters of the city might learn to identify them.

Informed that a Post photographer could find no such specimens at the zoo, the Mayor, last night, investigated to find that during the interim between his second and third term as head of the city the cow died, the bull became so violent that he was sold and the hens just passed away. It was learned that the wild animal trainers at the zoo temperamentally protested against the professional disgrace of caring for such tame creatures as cows and hens and were glad to see the last of them.

Regardless of the feelings of the zoo personnel, the Mayor, last night, directed Chairman William P. Long to go into the market, not only for a new cow and a bull and some hens, but he stated that in this administration it would be good to add a few turkeys to the domestic flock—all for the benefit of the visiting children.

TRAVELER 1/6/31

The Mayor's Message

MAYOR CURLEY addressed the city council yesterday, an annual custom in which he gives an account of his stewardship and his hopes for the future.

His message was a statesmanlike piece of work. As usual, he shows his skill in the administration of city affairs, and his human side in his recommendations for better facilities for the poor, the ill and the unfortunate. We are certain that with at least these latter recommendations, he will find complete accord within the city council.

Curley's Fine Message

City Making Notable Progress Under His Administration

Mayor Curley's annual address to the Boston City Council, in which he reviewed the record of his administration the past year and set forth his program for the future, was a forceful document, marked by literary charm but, more important, by a distinguished, progressive social philosophy.

We rarely contemplate or appreciate the progress we have made as a community until the history of achievement is assembled and placed before us in concrete, understandable form.

Our especial duty the past year has been, in so far as a city government could do it, to overcome the business cessation and to mitigate the hardships attendant upon unemployment.

Mayor Curley's review forces upon our attention the fact of which we had been quite aware in a sort of casual way that his administration has accomplished more to abate the misfortunes of the time than perhaps any other city government in the United States.

With a fine sense of business fitness, he devoted his program to the construction of public works of an enduring character.

His program provided employment in substitution of the dole and "charity" relief. People were enabled by it to earn their livelihood in dignity and independence, without the demoralizing influence of pauperism and beggary.

And it is a notable fact, very much to his credit, that the public works conceived were quite largely for the development of the social-welfare institutions which administer to the health of the people, which is a city's first duty to maintain, and for the development of the traffic facilities without which the city of Boston could not accommodate its future material greatness and growth.

The City Hospital, for example, has been developed into the finest municipal health institution in this country, and the \$10,000,000 expansion program should proceed with the celerity that Mayor Curley desires in order that the additional facilities for the care of children may be provided without delay.

Mayor Curley points out that the infant mortality and the tuberculosis death rates are today the lowest in all the history of the city and that the diphtheria death rate has been reduced to infinitesimality. It is easy enough for us to read these statements and to take just pride in them and it is also quite easy for us to be unmindful that they are not attained by accident; that they require technical planning and advancement under the health authorities co-operating under the Mayor. But, in view of this splendid record, we can resolve any doubt we may have and grant the Mayor's request for further expansion ungrudgingly.

With the development of the East Boston airport by his forward-looking administration and with the consummation of his plans for the use of Governor's Island and reclamation of the Bird Island flats, the city of Boston will possess the greatest airport in the world.

His desire to establish the \$1,000,000 boulevard and develop the marine park in East Boston ought to be approved without stint because of its evident advantages to traffic and to the recreational life of the people of that section of the city.

The \$40,000,000 rapid-transit program, the \$5,000,000 ex-

HERALD 1/6/31

COUNCIL MAY HEAR COUNTY EMPLOYEES

County employees who have been clamoring for an opportunity to tell the city council of the "unfair decisions" of Budget Commissioner Fox in the classi-

fication and compensation of such employees, now awaiting the approval of the council, advanced a step yesterday towards realization of their plans. Councilman Francis E. Kelly offered an order requesting Mayor Curley to give representatives of all county departments a public hearing. A half dozen colleagues objected on the

ground that the council, which has the approving power, should grant any hearing that is necessary. There has been much complaint about the decisions of Commissioner Fox and the council deferred consideration of his report last year in order that a thorough inquiry into this could be made.

MAYOR RAPS ACTIONS IN BIG OIL PROTEST

Rebukes East Boston Crowd Storming City Hall

Mayor Curley sharply rebuked, this noon, a delegation of 250 East Boston residents, two-thirds of whom were women, who broke up a hearing held by the street commission in Faneuil hall upon the petition of Philip S. Graver for a permit to establish a bulk oil plant at 100 Boardman street, East Boston, and who sought to storm the mayor's office behind Councilman Timothy F. Donovan, Thomas A. Niland, Vincent Brogna, Joseph A. Langone, Jr., and Representative-elect Alexander Sullivan.

MAYOR'S REBUKE

Police reinforcements were rushed to City Hall to aid the regularly assigned patrolman, and after the disturbance, which consisted of shouting, singing, cries and cat-calls, had continued for 15 minutes, the mayor spoke vigorously to the leaders of the delegation. "This isn't the proper thing to do," said the mayor, who emerged from his private office into an outer office. "Everybody is entitled to his day in court and they (the petitioners) are going to get it. As far as East Boston is concerned, you know my position." "Everyone has a right to present his side," continued the mayor. "How about it?" someone cried. "I won't be cross examined and take off your hats" shouted the mayor. "You are in a public office. You're going to get your day in court but you can't stampede me." Outside in the crush, one woman fainted. Then Niland mounted the stairs, commanded the people to go home, and told them that the mayor had promised that in the event the street commission fails to grant a proper hearing, he will hold one. The real cause of the abrupt adjournment of the Faneuil Hall hearing, which was attended by 600, after Chairman Hurley had vainly tried to stop the interruptions, was the protest voiced at the presentation by Joseph A. Santossuosso, counsel for the petitioner, of two circulars, which he said had been widely distributed in East Boston, for the political advancement of unnamed individuals whom he

charged with responsibility for arousing the residents of the district.

PLEADS FOR HEARING

Atty. Santossuosso was denied by the opponents of the granting of the permit a chance to present the case of the petitioner. During his opening presentation, when his voice was audible, he called attention to the fact that hoodlumism and rowdiness would be of no avail to anybody and he pleaded for an orderly hearing at which both sides would receive proper consideration. Chairman Hurley had barely opened the hearing and announced the procedure, which denied the right to either side to cross examine witnesses, when Thomas A. Niland, interrupted with the remark, "Yes there will be. I'll question everybody."

When Chairman Hurley refused to recognize Niland, there was vigorous protest, in which Niland announced that he was the counsel for several persons.

Atty. Santossuosso tried to start his case, but was interrupted and Chairman Hurley declared that unless the crowd was orderly at 11:15 the hearing would be adjourned.

After a wait of several minutes Santossuosso presented numerous exhibits include a certificate of approval by the fire department.

PROPOSED PLAN

Then he said: "It is the purpose of the petitioner to establish a bulk oil plant or a distributing station. There will be no manufacturing and no refining. The land in question consists of 2,750,000 square feet on Saratoga and Boardman streets and running to the Boston & Maine railroad and Chelsea creek. It is zoned as an industrial section."

"The petitioner contemplates the erection of a plant which will cost \$5,000,000. It will provide employment for 400 in construction and permanent employment for as many more and it is the intention of the petitioner to give preference to residents of East Boston. Such a plant will represent annual taxes to the city of \$150,000 against practically nothing at the present time."

Atty. Santossuosso continued that he would anticipate the claim that such a plant would create a fire hazard and a danger to surrounding property by official statements of the insurance underwriters and insurance companies that there would be no increase in rates as a result of the establishment of the plant. He added that there has never been a fire in the Standard Oil plant nearby.

"Mass meetings have unnecessarily aroused people of East Boston by the claim that the existence of the proposed plant would create a serious menace. Certain persons sought to exploit themselves for political gain and otherwise."

WOMEN VOICE OBJECTION

When the counsel began to read the first of two circulars, there was vocal objection from a group of women seated together at the side of the hall. The

noise grew in volume until Atty. Santossuosso could not be heard.

Suddenly Chairman Hurley call the newspaper men and announced that because of the refusal of the gathering to permit the petitioner to present his case, the hearing stood adjourned. Plans will be made for a hearing later.

Upon the retirement of the commission, Councilman Donovan, who had been delegated to represent the objectors, Brogna and Sullivan mounted a table, challenged the decision of the commission and exhorted the gathering to parade to the mayor's office.

McGrath Becomes

Council President

Councillor Joseph McGrath of Dorchester had no difficulty in being elected president of the City Council in yesterday's session for organization, receiving eighteen of the twenty-two votes on the first ballot.

The council passed the usual loan order making possible temporary borrowings not in excess of \$25,000,000, and after sharp debate made immediately available a fund of \$25,000 for the prosecution of the port differentials case.

Councillors Wilson, Curtis, Kelly and Fitzgerald stoutly opposed immediate action, and Wilson and Norton discussed the refusal of unnamed Boston shipping and manufacturing interests to co-operate with the city in the recent hearings held by the Interstate Commerce Commission.

Norton charged that "the reason for the abrupt adjournment of the hearing was that Baltimore, Philadelphia and other north Atlantic cities appreciated the position of Boston better than our own city and we had to cry 'quits.' The galaxy of experts came here and made a fool out of our case." Norton advocated spending money to engage the services of experts who can cope with the representatives of other ports.

Wilson retorted that the "reason for the breakdown of the hearings was that Boston was badly defeated and was sold out by our own witnesses. Business houses and men who should have stood behind Boston sold out to Philadelphia, Baltimore and New York."

Norton then mentioned the Associated Industries of Massachusetts as "supposedly back of us, but in reality against us."

The Council called on Mayor Curley to stop the practice of designating favored contractors to perform work for public service corporations and to make the corporations responsible for all street openings and to demand the filing of a bond in every case to insure that the street would be placed in the condition in which it was found.

Councillor Wilson charged that the corporations are at the mercy of the municipal administration because they are compelled to employ contractors who rank high at City Hall.

Under the Wilson order the mayor is asked to change the system and allow the corporations to handle their own work without outside interference.

Grover Whalen Declares That Advertising Is of Greatest Benefit to Wage-Earners

Advertising has made possible the enjoyment, by the ordinary working man, of comforts and luxuries that only the rich and high-placed once knew, it was asserted today by Grover Whalen at the Hotel Statler at a luncheon of the Advertising Club of Boston.

The former New York police commissioner, the man who made the official greeter a national institution, and who left public office to return as general manager of the John Wanamaker's store in New York, was warmly received by the throng of 700 at the luncheon.

"CULTURAL CAPITAL OF U. S."

By Mayor Curley he was introduced as the present-day Benjamin Franklin, the mayor asserting:

"All that Benjamin Franklin was, Grover Whalen is."

In his address, Mr. Whalen said:

"No one of imagination can speak on the subject of advertising before the citizens of the

cultural capital of America without calling to mind that Bostonians have been born advertisers from the day that John Winthrop's little company reached Charlestown 300 years ago.

"The people of the colony and the state have been singularly gifted in that blended art and science invented to keep good men and worth-while things from hiding their light under a bushel.

"While New York was plodding along under the Dutch and under the scarcely less conservative English, and while Philadelphia was pursuing her leisurely and tranquil existence under the Penn family, Boston and the Bostonians, restless, vigorous, adventurous, eager for wealth, were advertising over the face of the globe the promise of virility of that new land called America.

"The fact that the first successful printing press was established in Boston in 1692, and the first

newspaper, the Boston News Letter, in 1704, may have given a slight impulse to the inherent advertising genius of the old Colonials, but whatever the cause or impulse, there is no denying that the trading system of Boston and her New England enterprise, sailed the seven seas, trading with Europe, the West Indies, Guiana, Madagascar, the East Indies and China, and spread the fame and excellence of early manufactures and commerce into lands that were almost legendary.

"Boston has been a great advertiser of the spirit of liberty and freedom. She gave the famous tea party which advertised her determination to resist stupid oppression.

"What were Lexington and Bunker Hill save an advertised determination by the people to die rather than bend a knee to injustice?"

BENEFIT TO WORKERS

"Advertising, in this year of our Lord 1931 has placed the common man, the man of the people, the ordinary working man for a weekly salary or wage, upon a basis of comfort and luxury that only the rich and high-placed knew.

"Of all the achievements and triumphs of advertising, that is the most striking, the most dramatic—to make the poor man the peer of the prince—to put within the means of the hard worker and the humble the arts, the literature, the entertainment and the standard of living that were, within a few decades ago, reserved solely for the aristocrat and the plutocrat."

PRESENT AT LUNCHEON

Among those at the luncheon were: William Murphy, president of the Advertising Club of New York; William H. Rankin, president of Rankin Advertising Co. of New York; Mayor Curley, Louis D. Gibbs, president of the Advertising Club of Boston; Police Commissioner Hultman, Maj. P. F. O'Keefe of Boston, vice-president of the Advertising Federation of America; Ralph Hudson, general manager of Jordan Marsh Co.; John Shepard 3rd, president and general manager of Shepards; Louis Kirstein, vice-president of Filene's; Felix Vorenberg, president and general manager Gilchrist's; Sidney Conrad, president and general manager of Conrad's and president of the board of governors of retail trade board of Chamber of Commerce; Adolph Erlich, president of Hovey's; A. B. Bacon, president of Chandler Co., and scores of others.

Prior to the luncheon, Mr. Whalen called on Mayor Curley at City Hall and was presented with a key to the city, made of wood taken from an elm that stood on the battlefield at Lexington.

"You were giving these out all the time," said the mayor. "It will be rather unusual to receive one."

HURLEY REELECTED SCHOOL CHAIRMAN

Dr Lyons Also Chosen for Second Term

The annual reorganization meeting held last evening of the members of the Boston School Committee resulted in the reelection of Joseph J. Hurley as chairman for the second term and Dr Joseph V. Lyons for the second term as treasurer. The elections were unanimous, on the first ballot, Mr Hurley voting for Dr Lyons as chairman and the latter making a motion for a unanimous vote, and on the second ballot Dr Lyons voted for William A. Reilly and the latter made a motion for the unanimous election of Dr Lyons.

The division of vocational training announced the establishment of courses in house wiring and electrical power in the electrical department of

the Boston Trade School evening classes; courses in AC and DC motor and generator troubles, in the same department.

The resignations of three teachers were accepted, William E. O'Connor, junior master at the Roxbury High School for Boys; Miss Helen I. Whitlock of the South Boston High School, and Miss Celia M. Bresnick of the John A. Andrews District. The latter two resigned to be married.

The committee voted to transfer \$10,013.08 from the appropriation of the Edmund P. Tileston District at Dorchester for the construction of an intermediate school to the Elihu Greenwood district for the construction of a 36-classroom High School for boys and girls, the sum of \$4613.98; for the equipment of a 36-class room for boys and girls the sum of \$3000 and for the equipment of the Horace Mann School in the Dearborn district, Roxbury, the sum of \$2400.

William M. Edmonstone, junior master of the Roxbury Memorial High School for Boys, was assigned as acting master, head of department to fill the vacancy of Charles H. Stone, absent on leave. Alice E. Donoghue was assigned to the Agassiz district.

L. K. Rourke, superintendent of the Department of School Buildings, sent a report on the acceptance of the Alexander Hamilton School addition at Strathmore road and Chestnut Hill av, eight classrooms, auditorium, and store rooms; the William Bradford School addition on Willowwood st, Dorchester, of seven classrooms and a health room; and a four-room addition to the Margaret Fuller School.

The appointments of Eugene W. Fogerty to the Hyde Park High School and Robert S. Kelleher to the Department of Manual Arts were announced.

GLOBE 1/6/31

SEES 10% GAIN IN CITY STAFF

Curley Says 5-Day Week
Urged for 1932 Would Add
Employees

REVIEWS RECORD OF ADMINISTRATION

An increase of 10 per cent. in the personnel of city departments is the estimate of Mayor Curley of the effect of the adoption of his recommendation to the city council yesterday, for the inauguration in 1932 of the five-day week.

Incompleted studies that have covered several months indicate, according to the mayor, that the establishment of the staggered plan of assignment of city workers would be productive of increased efficiency without entailing expenditures that would be burdensome to the taxpayers.

His five-day municipal week recommendation constituted his only decisive suggestion to the city council in an address, customarily delivered at the initial meeting of the council every year of the mayor's administration.

The floor of the council chamber was occupied by city officials; as many persons as were permitted crowded the gallery and many heard the mayor's broadcast over WEEL. It was the first time that a microphone has been installed in the city council chamber.

\$1,250,000 SURPLUS

Aside from the single recommendation, the only other new fact revealed by the mayor was the announcement of a \$1,250,000 surplus, after payment of all known liabilities incurred in 1930. The figure, which may be increased somewhat, is based on City Auditor Craven's estimate of the financial condition of the municipality.

The mayor reviewed the history of municipal undertakings in 1930 and devoted much time to an elaboration of the success achieved in Boston in meeting unemployment. The mayor claimed Boston established a record which has not been approached by any other large city of the nation. He committed himself to continuance of the policy followed in 1930 as long as unemployment remains a problem, but he optimistically declared his belief that the worst has passed and that conditions are bound to steadily improve.

The mayor entertained the council at luncheon before the meeting, and so much time was spent about the table that he had been escorted to the chamber by City Messenger Leary and had started his address before the majority of the councilmen reached their seats.

Included in the audience were Miss Mary Curley, Miss Nancy Bremner and Prof. Albert Bushnell Hart, with Thomas J. A. Johnson, social director of the administration, as their escort.

The mayor recommended continuance of the drive to make Boston a convention city and estimated that \$100,000,000 was expended by the delegates to more than 500 conventions held in the city in 1930.

He made brief reference to the contributions of the American Federation of Labor to social and industrial legislation, enthusiastically praised the achievements of the health department, impressively reflected in the lowest mortality rate in 10 years, in 1930, and approved the thoroughness with which Boston's milk supply is investigated by department inspectors.

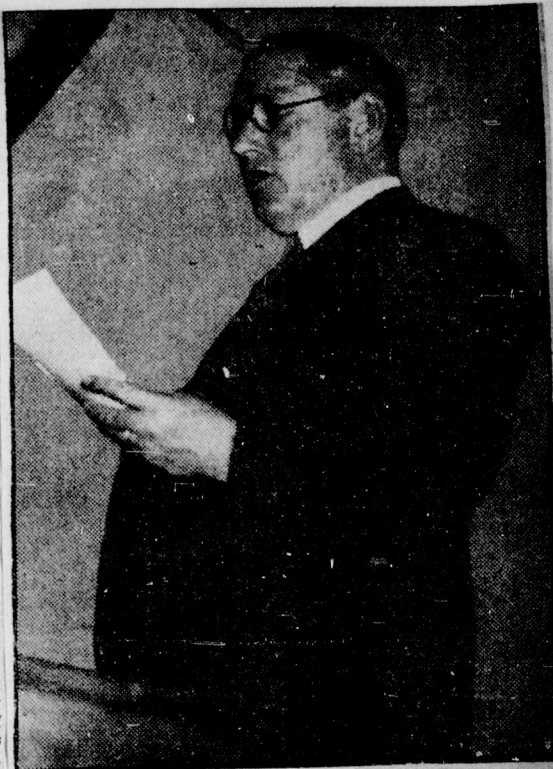
In considering the City Hospital, he approved plans of the trustees to expend \$3,000,000 in addition to \$7,000,000 appropriated in recent years, for the construction of additional and vitally needed buildings, among them a children's pavilion and a \$400,000 kitchen. In reiterating his recently disclosed plan to purchase the Homeopathic hospital buildings, adjacent to the City Hospital, he recommitted his administration to the construction of recreation buildings at Long Island Hospital and to the eventual transfer of this hospital to the site of the present south department of the City Hospital.

Will Give Hearing to Suffolk Co. Employees

Movement to permit the Suffolk employees to endorse or oppose the new system of classification and rates of compensation of their services was started yesterday in the City Council.

Public hearings for the employees before the Mayor were recommended by Councillor Francis E. Kelly of Dorchester, who stated that he had received many complaints against the proposed plan to introduce the sliding scale for county workers.

But Councillor Israel Ruby of Dorchester, insisted that as the measure was before the Council's committee on county accounts, this body rather than the chief executive, should conduct the hearing. The proposal to invite the employees to appear before the committee will be taken up at the next meeting.



(Daily Record Photo)

Five-Day Week was called for yesterday by

Mayor James M. Curley, above, in first address of new year to city council. City has \$1,250,000 surplus.

THE MAYOR'S REPORT

Two of the most interesting sections of Mayor Curley's annual message relate to fraud and to poverty. The city is saving about \$100,000 a year by investigating carefully all claims for accidents and by settling none of them out of court. Large sums had been paid year after year for fake claims. Now that the going is not so easy, there is an astonishing decrease in the number of persons who become injured by stumbling over loose bricks.

The Long Island situation is still unsatisfactory. Unfortunately, the city has such a large investment there that the scrapping of the plant would be indefensible at this time. Ultimately the unfortunates who are there will probably be moved to the mainland, where they will have better attention than is possible on a harbor island. Until a complete transfer is made, the city is in duty bound to make more investments, but evidently the mayor wishes to taper off the expenditures so that some of his successors can take the obviously necessary steps without too heavy an outlay.

HERALD 1/6/31

Succeeds Lynch



JOSEPH McGRATH
Elected president of Boston city council.

M'GRATH HEAD OF CITY COUNCIL

Elected President by 18 Out
Of 22 Votes—Dowd Has
Fling at Curley

SHARP DEBATE ON DIFFERENTIALS

Councilman Joseph McGrath of Dorchester was elected president of the city council yesterday. He polled 18 of 22 votes after the opposition to his candidacy had virtually collapsed.

The refusal of Councilman John I. Fitzgerald of the West end to consider a proposal to seek the presidency, made by representatives of the three factions opposed to McGrath forced the collapse which was so evident before the roll-call had been half completed, that only four councilmen refused to support McGrath.

Councilman Robert Gardiner Wilson, Jr., and Israel Ruby exchanged votes, Councilman E. Kelly of Dorchester voted for Councilman John F. Dowd and the latter cast his vote for Councilman Edward F. Gallagher of Brighton.

Prior to the roll-call, Councilman Dowd, announcing his withdrawal as a candidate took a fling at Mayor Curley by saying: "That there is not a

chance of my election, I realize only too well. The present mayor of Boston does not desire anybody in the president's chair whom he cannot handle."

In spite of the direct charge by Dowd that Mayor Curley was favorable to the selection of McGrath, the only indication of any interest in the election was a statement made by one of his secretaries that the mayor would not take any stand which would be antagonistic to the Dorchester candidate.

McGrath's election was due to the efficient high-pressure canvassing of several of his most active supporters, who succeeded yesterday, in keeping his colleagues in line at a time when the proposal to Fitzgerald threatened to prove bothersome.

That the council will be militant this year was indicated at the first meeting, but no alignment of groups occurred to confirm or disprove the report which has been circulated for a week, that an anti-administration bloc of eight members had been organized.

In accepting the presidency McGrath expressed the hope that his services might be comparable with that of the retiring president, William G. Lynch of South Boston, and he pledged himself to be unbiased in his decisions.

PORT DIFFERENTIALS

The council passed the usual loan order making possible temporary borrowings not in excess of \$25,000,000 and after sharp debate made immediately available a fund of \$25,000 for the prosecution of the port differentials case.

Councilmen Wilson, Curtis, Kelly and Fitzgerald stoutly opposed immediate action, and Wilson and Councilman Norton discussed the refusal of unnamed Boston shipping and manufacturing interests to co-operate with the city in the recent hearings held by the interstate commerce commission.

Norton charged that "the reason for the abrupt adjournment of the hearing was that Baltimore, Philadelphia and other north Atlantic cities appreciated the position of Boston better than our own city and we had to cry 'quits.' The galaxy of experts came here and made a fool out of our case." Norton advocated spending money to engage the services of experts who can cope with the representatives of other ports.

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Norton then mentioned the Associated Industries of Massachusetts as "supposedly back of us, but in reality against us."

COUNCIL MAY HEAR COUNTY EMPLOYEES

Unfair Decisions by Budget Chief Charged

County employees who have been clamoring for an opportunity to tell the city council of the "unfair decisions" of Budget Commissioner Fox in the classification and compensation of such employees, now awaiting the approval of the council, advanced a step yesterday towards realization of their plans.

Councilman Francis E. Kelly offered an order requesting Mayor Curley to give representatives of all county departments a public hearing. A half dozen colleagues objected on the ground that the council, which has the approving power, should grant any hearing that is necessary.

There has been much complaint about the decisions of Commissioner Fox and the council deferred consideration of his report last year in order that a thorough inquiry into this could be made. Kelly promised to redraft the order at the next council session and designate the council as the body to grant a hearing.

GLOBE 1/6/31

\$25,000 SALARY FOR GOVERNOR

Mayor Files Bill to Raise It
From \$10,000

Mayor Curley filed today in the Legislature a bill to increase the salary of the Governor from \$10,000 to \$25,000 a year.

The Mayor also petitioned for legislation to permit the trustees of the Boston Public Library to hold real and personal estate to an amount not exceeding \$20,000,000. The present limit is \$10,000,000.

The city of Boston would be authorized under the terms of another of Mayor Curley's bills to construct a municipal building in the Franklin Park, Franklin Field section of Dorchester. In connection with the construction of the building the city would be authorized from time to time to borrow amounts not exceeding \$400,000.

The building, the bill further provides, would provide quarters for municipal departments, for veteran and civic organizations, branch relief hospital, auditorium, branch library, ward room, gymnasium and baths. Acceptance by the city authorities is required before the act would become effective.

MAYOR SEES 1931 AS PROSPEROUS

Curley's Tenth Annual Message Urges Five Day Week For All Municipal Employees

Mayor James M. Curley yesterday delivered his 10th annual address as Mayor of Boston to the City Council and for the first time in history the address, which lasted almost an hour, was broadcast. The Council floor was crowded. Every member was in his seat. Among the visitors were Miss Mary Curley, daughter of the Mayor, who was accompanied by Miss Nancy Bremner of Chicago; Thomas J. A. Johnson, chief reception director of the city, and Prof. Albert Bushnell Hart of Harvard University.

Maj William G. Lynch, president of the City Council last year, now retired as president, relinquished the throne to Councilor Joseph P. Cox of West Roxbury, who presided because of seniority.

The annual ceremonies began at noon when the entire City Council were the guests of Mayor Curley at a luncheon in the Parker House. The placing of the chief executive of the city with Maj Lynch, retiring president of the Council, on the right and Councilor Joseph McGrath on the Mayor's left was significant. Councilor Gallagher remarked it looks like the "Ex and the Next."

Later Councilor McGrath was elected president of the Council on the first ballot.

The Mayor, accompanied by the Council, returned to City Hall and at 2:05 Mayor Curley began his address, which lasted until almost 3 p. m. He received tremendous applause at the conclusion of his remarks.

For Five-Day Week

In his annual address Mayor Curley offered a recommendation to the Council to study ways and means of adopting in 1932 a five-day working week for all city employees.

"In all matters for the amelioration

of conditions that bear heavily upon the workers the city should be the leader and not the follower," declared the Mayor. "The substitution of automatic machinery for labor in every field of activity has in the past 10 years displaced in the United States approximately 3,000,000 of workers and competent authorities estimate that a like number will be displaced during the succeeding 10 years. Inventive genius and scientific development in the machine field is essential to the progress of the Nation and should be utilized for the benefit of all rather than the enrichment of the few.

"A reduction in the days of the working week so that the machine may continue to be the slave of man rather than have man become the slave of the machine, in my opinion justifies this departure. The adoption generally of the five-day week should prove beneficial to all the people and is worthy of our more serious thought."

The future looks bright to the Mayor.

"I am firm in the belief," he said, "that 1931 will be most prosperous and that definite steps will be taken to prevent a recurrence of the industrial depression much in evidence during 1930."

"We are gradually shedding the fear which in so large a measure has been responsible for the ills which have afflicted us during 1930, and if we can but approach the future with the faith that inspired the founders of the Massachusetts Bay Colony and the builders of the Nation, a larger measure of happiness, prosperity and plenty should be the lot of everyone."

On Tercentenary

In his comprehensive summary of the accomplishments of the year just passed, the Mayor gives important place to the Tercentenary observance. About \$100,000,000 was expended by the various organizations convening here during the Tercentenary year, he said.

Referring to the period of industrial depression, His Honor asserted that the portion of the public that has suffered the loss of employment through this depression "has undergone less hardship in our city than in any other city in America."

The Mayor told of the unemployment relief effected by the program of the Park Department which, he said, handled a greater amount of work in 1930 than in any other year of its history, and outlined plans for park improvement to be undertaken this year.

He devoted considerable time to discussion of the Boylston-st subway extension, the \$16,000,000 East Boston tunnel, the airport harbor development and city planning.

In his remarks on the Traffic Department Mayor Curley said: "The friction which has from time to time tended to impede the efficiency of the department can, in my opinion, be obviated by the centralizing of authority in one individual, namely, the traffic commissioner, and a bill has been drafted for submission to the Legislature making provision for this departure."

He outlined the weekly conferences he had conducted in which the president and the head of the department of economics of all the universities located in Massachusetts had participated.

"This organization," he continued, "after much research and study, had recommended the creation of a Federal industrial planning board, to be non-partisan and to be composed of economists, representatives of the American Federation of Labor, and the leading industrial establishments of the United States."

"Through a Federal industrial planning board it will be possible to develop a fact-finding clearing house for the furnishing of data to Congress that may be helpful in minimizing or permanently preventing industrial depression similar to that through which this country is now passing."

Mayor Curley reported that public health conditions in Boston were the best ever, with the infant mortality rate the lowest in history. He said the Boston milk supply, an important factor in health, was equal to any to be found in any large city in the country.

City Hospital Plan

In discussing the 1922 Boston City Hospital plan, which was drawn up with the purpose of anticipating the possible requirements of the next quarter of a century, the Mayor said the trustees are of the opinion that the program, originally estimated to cost \$7,000,000, would cost \$10,000,000.

He said nearly \$2,000,000 had been expended for buildings and equipment at the Mattapan Tuberculosis Hospital since the transfer of the operation of this hospital was made to the Boston City Hospital department. He explained that this expenditure was based on a courageous, yet radical departure from the routine methods of treatment of tuberculosis cases.

This new method is housing patients in single rooms or cubicles rather than large numbers in open wards. Under the open-ward system, it was extremely difficult for the patient to secure the sleep necessary for the cure of incipient cases, due to the constant coughing of other patients similarly afflicted.

"The introduction of the cubicle or single-room system permits for the first time of receiving of incipient cases," the Mayor said, "and it is but proper to say that the cubicle or single-room system adopted at the Mattapan Hospital represents the most forward step in the treatment of tubercular cases of any American city, since it is the only institution thus equipped."

Still another example of Boston's leadership in health work was described by the Mayor when he gave the details about the new L-st bathhouse. It will be the first municipal bathhouse in the world containing a solarium with quartz glass roof through which is will be possible for the residents of Boston unable to journey to the warmer climates during the winter to enjoy the advantages that a warmer climate presents without any of the disadvantages of leaving Boston.

Crowd Defies Police in Rush to See Curley

**Stampedes Faneuil Hall Hearing
in Demonstration Against
East Boston Oil Tanks**

Storms City Hall

**Crashes Gate of Mayor's Office
and Disperses on Promise
of Fair Treatment**

Five hundred or more residents of East Boston, the majority of them women, yelling and shouting for "justice," left Faneuil Hall in ungovernable fury this noon under the battle cry of "On to See Mayor Curley." Their leaders had claimed unfair treatment from the Board of Street Commissioners during the progress of a public hearing on the second petition in a year for the establishment of an "oil farm" off Boardman street, Orient Heights.

The crowd spurred on by several men who had taken a leading part in opposition to the movement, pushed by the dozen or more policemen in the historic hall and marched through the market district to the School street entrance of City Hall, the police in pursuit. Three policemen guarded the City Hall front door, but the crowd was too powerful. A hurry call was sent in for reserves and a dozen or more officers from the Milk street station were dispatched.

In a few minutes the mob had filled the entire first floor corridors and were shouting "Where is the Mayor?" "We want to see Curley." Gradually they extended their boundaries to the stairways and to the second floor and were pressing into the outside office of the mayor when halted. A dozen or more got inside, headed by Thomas Niland, former member of the General Court, and the mayor, who had just finished a very agreeable meeting with Grover Whalen of New York, was aroused by the shouts.

Stepping into the outer office, the mayor, his eyes glistening, remarked: "This isn't the proper thing to do. Everybody is entitled to his day in court and you will get it. So far as East Boston is concerned you know my position. Everyone has the right to present his side of the case."

The mayor's words were constantly interrupted by shouts and cat calls and he became nettled. "Take your hats off," he shouted above the uproar. "You're in a public office." There were more jeers and shouts which led the mayor finally to exclaim, "You're going to get your day in court, but you can't stampede me."

"Now Go Home"

As Mr. Curley turned and walked into the inner office, "Tom" Niland strode to the corridor of the second floor and addressing the uneasy crowd on the stairways and on the floor below shouted "The mayor has promised you a fair hearing, now go home."

Niland had taken a prominent part in neighborhood discussions against inflicting the district with an "oil farm," but the crowd was apparently inclined to hang on until the mayor himself addressed them. At this time, however, the police, now reinforced to twenty-five or more, diplomatically persuaded them to leave without trouble. After the line had begun to move it was ten minutes or more before the crowd had departed. Later, the mayor, in talking with newspapermen, remarked that the oil question was serious to the people in East Boston and that they had been so thoroughly aroused over it that they had become like children.

His eyes glistening with indignation, Thomas Niland of East Boston, who had vainly thundered at the Board of Street Commissioners in Faneuil Hall, set the pace for the procession out through Dock Square, up Washington street and School street to City Hall.

"We demand a new Board of Street Commissioners!" The crowd was in accord. It yelled approval and marched.

It was to have been a formal oil hearing. Chairman Thomas J. Hurley sat on the platform in Faneuil Hall, and with him were his associates on the Board of Street Commissioners, and there was a stenographer and clerk, and an array of counsel. Before the board was the petition for a permit to establish an oil plant on Boardman street, in Orient Heights, East Boston.

The people in Orient Heights don't want it. They went to the hall to protest. Every seat on the floor was filled and the galleries were filled. People were standing by the door. One or two policemen were on duty at the opening.

"Down with Him!"

It was a highly explosive audience, composed mostly of Italians. One of their race, Dr. Joseph A. Santosuosso, attempted to speak for the petitioners.

"Down with him! Down with him! We don't want to hear him," came from all sides of the hall.

Thomas Niland jumped into action. He wanted to be heard and would take no suggestions from the chair.

"What side are you on?" demanded Chairman Hurley, whose order of procedure was to give the petitioners first opportunity to present their case.

"I want to be heard!" roared Niland, with both hands in the air.

"Whom do you represent?"

"I am going to be heard and I intend to cross-examine every witness who appears."

Meantime the crowd was warming up for the storm.

Dr. Santosuosso rose again.

"Out! Out! Out! Get out of here!"

Women rose in their seats and swung their arms in the direction of the door.

"Out! Out! Go way, way, away!" The storm broke out. The whole crowd was shouting.

Bang! bang! bang!!! The chairman's gavel broke and the pieces flew into the audience, only to be picked up and thrown back to the chairman by a friendly hand.

More policemen appeared at the door. Hope and resentment were mixed in another furious demonstration in which the whole audience rose to its feet and climbed onto the chairs, swinging arms and shouting. The women on one side continued to wave their arms toward the door, demanding that the speakers go away.

Hurley's Ultimatum

Watching and listening for about fifteen minutes, during which all attempts to begin were futile, Chairman Hurley issued an ultimatum.

"At 11.15," he said, as he held his watch in his hand, "if the noise does not stop I shall adjourn the meeting." That gave the audience just one minute to calm down.

There was a little pause and Dr. Santosuosso took the floor again.

"Hoodlumism will not get us anywhere. Rowdiness will not get us anywhere." But when the speaker tried to

plead for a little respect for other people he was blocked by another outburst from the floor clamoring for "respect for others, too." Without trying to say more, he called on his assistant, George I. Cohen, to introduce some of the formal papers in the case.

"In conformity—" said the lawyer.

"Shut up—shut up. Put him out," and once more there was pandemonium.

Through the deafening noise the lawyer succeeded in offering some papers that were plans of the proposed oil station, and some legal documents.

Dr. Santosuosso then proceeded to give explanations. He said the station was not for manufacturing or refining purposes, but merely for distribution of oil, and it involved an area of 2,750,000 square feet, the same area for which the Boston Port Development Company sought and failed to obtain a permit a year ago. The plant is to cost \$5,000,000 and will employ 400 men on construction and 400 more on maintenance, and preference would be given, as far as practicable, to East Boston residents.

Dr. Santosuosso was interrupted by "What a bluff!" in a sharp voice from the floor, and set the audience in motion again.

Trying again, counsel said: "We want helpers—"

"Yes, niggers."

Land values were touched upon; they would increase.

"What!" in a piping voice started a roar of laughter.

"It has been rumored," said counsel, "that it will create a fire hazard—but that is not true. The Standard Oil has had a plant there for twenty-five years and no fire—"

"That's enough. We don't want to hear any more from you. It is enough. Throw him out."

Again the audience became demonstrative.

Meeting Is Adjourned

The audience took its cue when someone yelled, "We don't want to hear him any longer. Sit down, sit down."

Vainly trying to match his voice against the new outburst, counsel subsided, and in an instant the meeting was in uproar. Men and women jumped and shouted, in Italian, in English, in Yiddish. Chairs began to move. The policemen, who had been watching the proceedings with patience, moved to restore order, but in vain.

Three-quarters of an hour had passed, and in the face of the continuous demonstration the chairman abruptly adjourned the hearing, and the commissioners left the hall.

Councillor Timothy F. Donovan, who had tried several times to restore order, as had a priest who sat in the front row, mounted the reporters' table and declared that as the meeting had been adjourned without the opposition's consent the next move would be for the East Boston people to go to Mayor Curley.

"On to City Hall. We will see Mayor Curley," came from Niland in the center of the room and the crowd began to vacate Faneuil Hall.

Whalen Defines Great Benefits of Advertising

New York Visitor Speaks of Influence Upon Public of the Great Stores

"The rapid progress of the twentieth century is largely dependent upon transportation facilities, means of communication and advertising," said Grover A. Whalen of New York, in an address this afternoon at the largest luncheon in the history of the Advertising Club of Boston. More than 650 members and guests, including Mayor Curley and scores of business leaders, attended the affair, which was held jointly with the Advertising Federation of America at Hotel Statler.

"Invention would have but little practical value," said Mr. Whalen, "were it not for these vital factors. The progress of civilization was incredibly slow when advertising was lacking to educate and stir the masses to desire, demand and labor for better things.

Mr. Whalen recalled the opposition to which all great inventions were subject in antiquity and pointed out that no such opposition is manifest for new ideas today. "Until advertising began to wave a magic wand, invention was tremendously handicapped by prejudice," he said. "If advertising had existed in the early days of steamboats, people would have had an understanding and would have believed in steamboats, almost by the time that Fulton launched the Clermont.

Great achievements largely affected through advertising, he said, include artificial light, the development of the automobile and the radio, the general dissemination of public hygiene as well as the general cultural influence.

"It is now generally understood," he said, "that neither newspapers nor magazines could exist without revenue from advertisers. The cost of white paper, of labor, of circulation and other items of overhead combined to a figure which makes every copy of a daily newspaper or magazine cost much more than they sell for.

"It is advertising clearly which enables newspapers and magazines to charge moderate prices—cheap prices—for millions of copies upon which the public depends for its information and entertainment. The civilizing and cultural value of our papers cannot be overestimated, and it is largely through these media that advertising is able to carry on its educational work."

Mr. Whalen remarked that perhaps the greatest benefit of all that had come to the people through advertising is the development of the great stores of the country into emporiums of daily service. Through them are distributed in large volume, and economically, the manifold products created by the power of advertising. Through them comes the close educational contact with the users of these products, and through them also the direct demand of the people expressing their desires.

Mr. Whalen's talk was on the topic "Who Profits Most From Advertising?" He concluded that the individual citizen, the consumer, of all the persons affected by advertising, is the most benefited.

Mr. Whalen was introduced by Mayor Curley as "an American citizen who has made good in every position in which he has been placed." The mayor likened his subject to Benjamin Franklin and said that no one is better fitted to sound a general note of optimism than Mr. Whalen at this time.

The guest from New York was defined by Louis D. Gibbs, president of the Advertising Club of Boston, as "that marvelous gentleman, exquisite diplomat, the Hon. Grover Whalen." Mr. Gibbs was followed by Major P. F. O'Keefe of the O'Keefe Advertising Agency, who spoke briefly in connection with the annual membership campaign which Mr. Whalen's presence had stimulated. John C. Nicodemus, advertising manager of the Continental Clothing Company, and chairman of the membership committee, was chairman of the luncheon.

Before the speaking program started all present joined in singing "The Sidewalks of New York," after which former Mayor John F. Fitzgerald sang "Sweet Adeline." Both numbers were received with great enthusiasm.

Guests at the head table were as follows: Felix Vorenberg, Gilchrist Company; Major P. F. O'Keefe, O'Keefe Advertising Agency; James O'Shaughnessy, business manager, "Liberty"; John Shepard, 3d, president and general manager, The Shepard Stores; A. J. McOsker, manager WOR, Newark, N. J.; Louis E. Kirstein, vice president and general manager William Filene's Sons Co.; William H. Rankin, president William H. Rankin Advertising Agency, New York; Sidney Conrad, Conrad Company, (chairman board of governors, Retail Trade Board); Louis D. Gibbs, president Advertising Club of Boston, Inc., (Edison Co.); Grover Whalen; Mayor Curley; John C. Nicodemus, advertising manager, the Continental Clothing Stores; Ralph Hudson, Jordan Marsh Company; Hector Fuller, vice president Paramount Taxicab Co., New York; E. C. Hultman, police commissioner; Adolph Ehrlich, C. F. Hovey Co.; Earl Pearson, general manager, Advertising Federation of America; A. B. Bacon, Chandler Company; Bradbury F. Cushing, manager, Statler Hotel; Whitfield Tuck.

unt

If he violates the terms of his license, action is taken.

BOSTON METHOD PRACTICAL

Such a method would, in my opinion, be of practical use in New York and would thereby benefit the entire country.

Again, why would it not be a good idea for the mayor of some large city, say New York, Boston or some other city, to call a conference of the mayors of the 10 largest cities to take up the question of theatrical entertainment? These executives could lay down certain perfectly understandable rules and regulations which the theaters in their cities would have to follow, and by the regulations, the stage would know just where it stood and govern itself accordingly.

Just see what a weapon it could be, if the mayors of these 10 leading cities would take concerted action. These 10 cities would represent at least 40 weeks booking each year in the aggregate to the producer, and he could not afford to run counter to the adopted rules. Playwrights would be influenced to cut out the filth, obscenity and nudity, for otherwise their plays would not be produced. The stage would have the benefit of uniform regulation.

What the stage rules are in Boston I will state presently.

CENSORSHIP NOT NEW

Censorship is not new. It has been in existence in England since 1544, and the present law which has reference to censorship of the stage in that country was enacted as long ago as 1843.

There was no attempt at real censorship of the stage or motion pictures in Boston until the first term of Mayor Curley's administration. Because of the marked change in the character of the performances on the stage, a board was appointed under an act of the Legislature, comprising the mayor of Boston, the chief justice of the Municipal court and the police commissioner of Boston, which board has come to be known as a Board of Censorship.

Immediately after the appointment of the board, Mayor Curley called a meeting of many of the prominent citizens of the city and managers of the various theaters in Boston at his office. At that meeting, with the approval of all present, a code of morals to govern and control future plays to be produced in Boston was promulgated.

EIGHT RULES MADE

The rules, eight in number, prohibited, among other things, profanity, language that was obscene or lascivious in its meaning, the use of dope intended to show its effect upon a human being, the portrayal of a moral pervert of a sex degenerate, and the ex-

Declares That There Must Be General Cleanup to Avoid More Drastic Control

hibition of nude or semi-nude females on the stage.

Every theater manager agreed to be governed by these rules, and the duty devolved upon me as chief of the Licensing Division to see that they were complied with. It is because of the character of this work that the misnomer, "censor," has been applied to me. But, as William A. Brady, the producer, said, ours is regulation and not censorship.

I attend the opening of every new play in Boston, and in accordance with the fixed rules agreed to by the theater managers, I make a written report of the show to the mayor when the occasion demands it. Where necessary certain eliminations or changes are requested.

Until recently, the managers have always complied with the requests of the mayor or his representative, but the failure to comply with the recommendations made a few weeks ago by a producer resulted in Mayor Curley's issuing an order to the managers of theaters that if, hereafter, the recommendations of his representative are not complied with, and if, after a review of the production by the board this noncompliance is found to be true, the license of the theater at which the production is playing will be immediately suspended not only for the time the particular attraction is booked, but for an indefinite period.

PREVIEWED IN NEW YORK

Many times at much inconvenience, and always at the request of a manager of a theater or of the producer of the play, I have gone to New York to witness the production before the opening in Boston. In many cases eliminations and changes were suggested, and instances have occurred where the producer was advised to omit this city, and always because of the salaciousness of the show.

When there is censorship here it occurs only because of violations of the rules referred to, formulated and agreed to by everyone connected with theater management in Boston.

There is no chance for me to exercise whimsical judgment over a show, if I had the will to do so, as I have not. I was connected with the theater for many years and believe I have a sympathetic understanding of the stage, whether considered from the viewpoint of art or business. By reading various theatrical periodicals and reviews, I try to keep as fully informed as possible as to the activities in the dramatic and moving picture field. I might add that a number of shows have not been presented in Boston because of advance warning to the producers or theater managers that unless certain changes were made they would not last after the opening performance.

Curley Seeks \$25,000 Salary for Governor

The salary of the governor of the Commonwealth would be established at \$25,000 a year, to become effective Jan. 8, 1931, under the provisions of a bill filed with the clerk of the House of Representatives today by Mayor Curley. The chief executive now receives a salary of \$10,000 a year.

Another bill filed by Mayor Curley would permit the trustees of the Boston Public Library to hold real and personal estate to an amount not exceeding \$20,000,000. At present the holdings are limited to an amount not exceeding \$10,000,600.

Representative C. F. Nelson Pratt of Saugus filed a bill providing for the abolition of the death penalty and substitution of life imprisonment.

The city of Boston would, under the terms of another bill filed by Mayor Curley, be authorized to construct a municipal building in the Franklin Park-Franklin Field section of Dorchester. In connection with the construction of the building the city would be authorized from time to time to borrow amounts not exceeding \$400,000. The building, the bill further provides, would provide quarters for municipal departments, for veterans and civic organizations, branch relief hospital, auditorium, branch library, ward room and gymnasium. Acceptance by the city authorities is required before the act would become effective.

TRAVELER 1/6/31

CONGRESS ST. SPAN OPENED BY MAYOR

Mayor Curley today officially opened to traffic the Congress street bridge, built at a cost of \$880,000 to relieve the traffic situation on the way to South Boston. The bridge is of bascule design with a 75-foot span over the channel. It replaces the old bridge, which was the last of the wooden steam draw-bridges in Boston. The bridge was constructed by Coleman Brothers, under the direction of the bridge and ferry division of the Public Works department. Work began late in August and was completed yesterday.

Indorses Warning Given Theaters Recently by William Randolph Hearst

John M. Casey, during whose reign as ex-officio censor of Boston stagedom such plays as "Lulu Belle," "Desire Under the Elms," and "Strange Interlude," have had to pass up this city, says:

There would be no need of a censor if the stage cleaned its own dirty linen.

That event, however, he considers a forlorn hope, and in the following article offers a tentative plan for a general, uniform control—in his view a liberal one which would, for one thing, thwart those fanatics who would like to step in and rule.

He also seeks from his long experience to clarify the whole problem both for producers and public officials.

Doubtful that producers will make an organized effort to clean up, Commissioner Casey suggests a conference of the mayors of the 10 leading cities of the country to agree upon a uniform plan of regulation.

These 10 cities, he argues, would represent at least 40 weeks' booking each season, a weapon, he is confident, that would cause theatrical managers to ponder before producing ultra-risque shows.

By JOHN M. CASEY

Chief of the Licensing Division of the City of Boston; Popularly Known Throughout the Country as the "Boston Censor."

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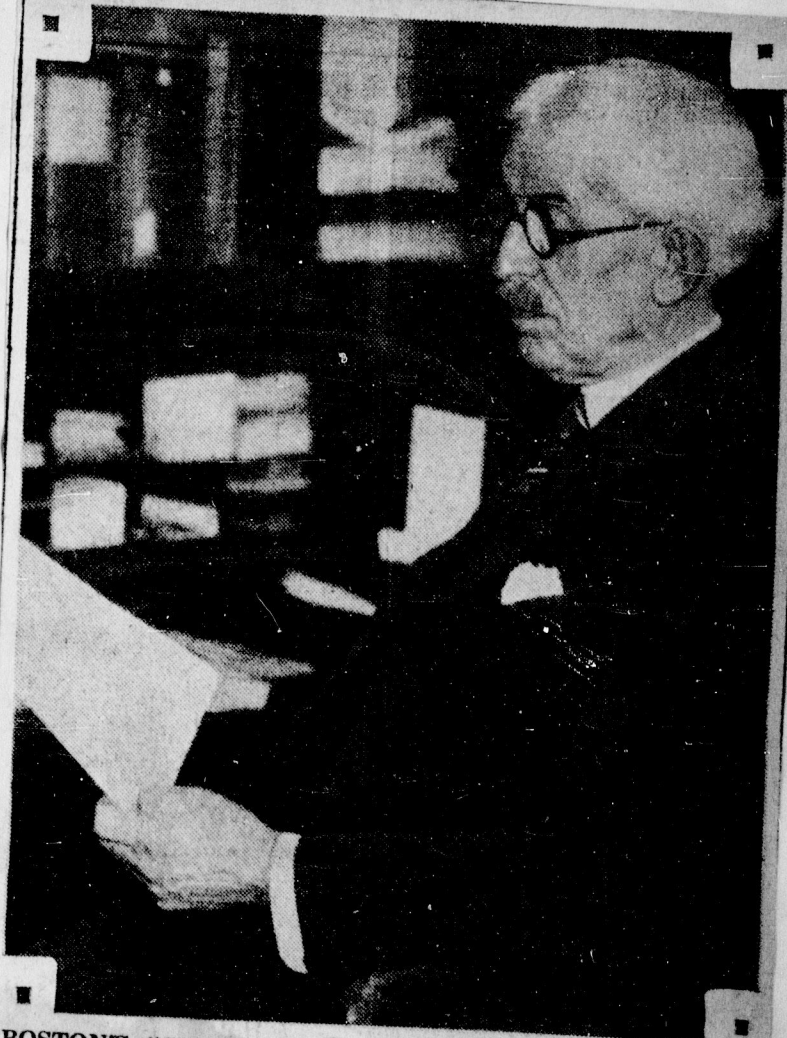
Mr. Hearst, in the Boston Evening American of December 16, 1930, says:

"Something must be done to clean up the stage. It is useless to depend on self-regulation. There must be some sort of government censorship."

He also says:

"The stage can either have a liberal censorship, largely of its own devising, or it can have an extreme and fanatical censorship of the kind that will surely result if stage conditions continue as at present without any co-operation on the part of stage people to correct them."

My opinion has been asked, and I have a suggestion to make which I believe might result in accomplishing the desired end.



BOSTON'S "CENSOR," John M. Casey, today introduces a plan for uniform stage supervision. He endorses the Boston system and says mayors of 10 big cities should confer and draw up a uniform code similar to it.

REGULATION NEEDED

If the stage were properly regulated from within, there would be no need of a "censor," as Mr. Hearst indicates. But there is need of control just so long as there are producers who cater to the element in the community that is willing and eager to buy filth, obscenity and nudity.

The producers, taking them as a whole, have surely shown no indication of regulating themselves in such a way as to protect the public from indecent performances, and in so stating Mr. Hearst is putting it accurately.

If the stage can agree upon some form of regulation by governmental authority which would meet the conditions, well and good. Speaking for Boston alone, I believe our regulations, both in form and practice, are good. Florenz Ziegfeld and William A. Brady, both prominent managers and producers of long standing, have said so.

MANAGERS AIDED

The theater managers of Bos-

ton participated in the original draft of the rules that still govern theatrical exhibitions here.

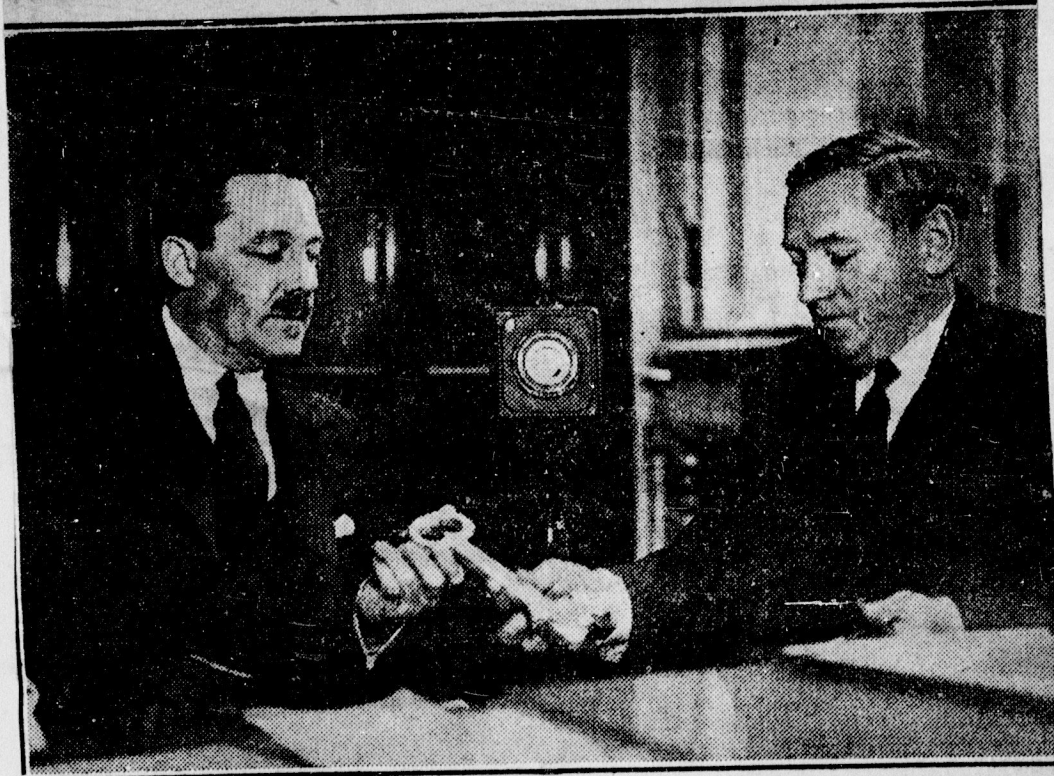
My thought is that if New York, the producing center of shows, would do something in the way of effective regulation, we should not have the condition against which it is now necessary to take action.

Under the New York system at present, as I understand it, all licenses whether for amusements, taxicabs pedlars or what not, are issued by a commissioner, and once the license is issued the interest of the commissioner ceases. It devolves upon the police of New York to see that the terms and conditions of the licenses are adhered to. Now police regulation in a large city like New York is apt to be uneven varying from precinct to precinct, even from one officer to another.

In Boston, the mayor has absolute control of the license from the time it is issued until it has run its specified time. The licensee is responsible to him for the type of character of the show.

TRANSCRIPT 1/6/31

Whalen Receives Key to Boston



New York Official Greeter Guest of Curley

Visitor, Who Addressed the Advertising Club of Boston Today, Has Hour's Chat with the Mayor and Poses for the "Movies."

TRAVELER 1/6/31

New York's Former Police Commissioner Tells Club Members That Their Calling Has Given Strength to Democracy

"Advertising has been the right arm of democracy, some day the achievements of advertising will be written in gold upon the walls of history," Grover Whalen, New York's famous ex-greeter and former commissioner of police, told 500 members and guests of the Advertising Club of Boston today at a luncheon at the Hotel Statler.

MAYOR PRESENTS WHALEN

Whalen was introduced by Mayor Curley, whom he had visited prior to the Statler luncheon, receiving the key to the city from the mayor.

Rising to address the members he was given a tremendous ovation. Introduction by the mayor, seated beside Whalen in the middle of the long guest table line, compared Whalen with Benjamin Franklin.

"He, Whalen, possesses a love of work for American ideals," declared the mayor.

He was characterized by Curley as the former police head of "the outstanding mercantile establishment of the United States and of the world." New York city, a diplomat, statesman and big business man of America.

The host of advertising men present

included heads of practically all the leading Boston department stores and other mercantile establishments. Addresses were broadcast over the radio and were preceded by music.

"Bostonians have been born advertisers since the days of Gov. John Winthrop," said Whalen. "Boston has been the great advertiser of the spirit of freedom and liberty."

"Advertising is essential, educational. It lifts men's minds out of ruts. It creates a desire for fine things. It spurs ambition and generates energy."

"The whole health standard of the country is being raised by the most thoughtful kind of advertising."

"The cultural effect of advertising direct and indirect is far-reaching and powerful."

"Boston has known through the centuries how to advertise the products of her reason and conscience as well as the products of her mills. Since advertising deals not only with the material things of man's handiwork but works also for progress and the aesthetic things of life, I believe that Bostonians are peculiarly and especially fitted to comprehend the message which I have been delegated to deliver from the Advertising Federation of America."

Those present at the dinner included Louis D. Gibbs, president of the Ad-

vertising Club of Boston Police Commissioner Hultman, Maj. P. F. O'Keefe, vice-president of the Advertising Federation of America; Ralph Hudson, general manager of Jordan Marsh Company; John Shepard, 3d, president and general manager of The Shepard Stores; Louis Kirstein, vice-president of William Filene's Sons Company; Felix Vorenberg, president and general manager of Gilchrist's; Sidney Conrad, president and general manager of Conrad's and president of the retail board of trade of the Boston Chamber of Commerce; Adolph Erlich, president of Hovey's, and A. B. Bacon, president of Chandler Company.

Post 1/6/31

cont

New City Hall Buildings

Seeks authority to spend \$2,000,000 for repairing city streets, \$2,000,000 for Stony Brook sewer extension at West Roxbury and \$1,500,000 for replacing Chelsea north drawbridge.

Proposes new City Hospital buildings to cost \$3,000,000.

Proposes \$1,000,000 East Boston strandway from World War Memorial Park to Winthrop line.

Extension of the double-barreled roadway throughout the Boston park system.

Construction of a boulevard around Castle Island, connecting with the South Boston strandway.

Building of a motor yacht basin at Pleasure Bay, South Boston.

Many Records Made by City

Tree planting in residential streets.

Locker buildings, field houses and concrete bleachers for all large playgrounds.

Speeding up of construction on \$16,000,000 East Boston traffic tunnel, \$5,000,000 Governor square subway extension, and second municipal golf course at West Roxbury and Hyde Park.

Referring to the past year, the Mayor stated that Boston had established records in health, hospital and park work and had met the industrial depression better than any large city in the country.

\$25,000 FOR PORT FIGHT

Counsel and Experts to Appear Before I. C. C.

Boston's fight for fair differential freight rates in its competition for trade with New York, Baltimore and other ports was advanced yesterday when the City Council approved Mayor Curley's request for an appropriation of \$25,000 to hire counsel and other experts to appear before the Interstate Commerce Commission.

Leading the movement for approval, Councillor Timothy F. Donovan of East Boston urged the immediate adoption of the appropriation order under suspension of the Council rules, protesting that thousands of longshoremen were

McGrath Elected New Head of City Council



NEW COUNCIL PRESIDENT

City Councillor Joseph McGrath of Ward 13, Dorchester, who was elected president of the Boston City Council yesterday.

On the first ballot, Councillor Joseph McGrath of Dorchester, was elected 1931 president of the City Council by a vote of 18 to 4 at the organization meeting late yesterday at City Hall.

Of the remaining four votes, one each went to Councillors Edward M. Gallagher of Brighton, John F. Dowd of Roxbury, and Israel Ruby and Robert Gardiner Willson, Jr., both of Dorchester.

Of these but Councillor Willson was an avowed candidate for the honor of presiding officer, but his Republican enrolment and the fact that McGrath had the assent of the administration nipped his aspirations for this year.

Although only a dozen votes were needed for victory, President McGrath counted on the first ballot 14 Democratic votes and four Republican supporters as well.

President McGrath is completing his fourth year in the City Council as the representative from Ward 13, Dorchester. During his service, he has ranked as one of the ablest speakers in the assembly. He was elected to the Council first in 1925 after four years in the House of Representatives. Following attacks upon the preceding administration at City Hall, he was defeated for re-election in 1927, but came back in 1929 with the new administration.

The new head of the Council is 39 years old and has been a resident of Dorchester since birth, attending the Edward Everett Grammar School and being graduated from the Dorchester High School in the class of 1907. With his wife and their 14-month-old son, Richard, he now resides at 9 Castle Rock street.

were cast by Councillors Arnold, R.; Bush, R.; Cox, D.; Curtis, R.; Donovan, D.; Englert, D.; Fish, D.; Fitzgerald, D.; Gallagher, D.; Gleason, D.; Green, D.; Hein, R.; Lynch, D.; Mahoney, D.; McGrath, D.; Murray, D.; Norton, D.; and Power, D.

Post 1/6/31

2200 MORE JOBS IN CITY SERVICE

Adoption of Mayor's Five-Day Week Plan Would Provide Employment for Many Men, Women



DELIVERING HIS ANNUAL MESSAGE

Photo shows Mayor Curley before the microphone installed in the Assembly Chamber at City Hall, yesterday, delivering his annual address to the City Council.

Adoption of the five-day week at City Hall next year would provide work for 2200 more men and women in the municipal service, with wages of \$3,300,000, Mayor Curley estimated last night in commenting on this recommendation made in his annual address to the City Council yesterday.

FEATURE OF THE DAY

Though the Mayor's so-called inaugural message sparkled with a report of records established last year and promises of even more records in 1931, his suggestion of the municipal five-day week for 1932 was snapped up as the feature of the day.

✦ Dropping the half-day on Saturdays now in vogue at City Hall, he declared, would require the employment of about 10 per cent above the present staff of 22,000 public servants in order to complete the city's weekly work in five days. With the average starting pay of municipal workers at \$1500 a year, it would mean that \$3,300,000 would be poured into the pockets of Boston citizens for their services.

Beneficial to All People

The five-day week, he contended, would be beneficial to all the people, and the city should take the lead in the movement, he said, to take up the employment slack resulting from the introduction of automatic machines and other inventions, warning that they had driven 3,000,000 people out of their jobs throughout the nation in the last 10 years and threaten to displace 3,000,000 more in the next decade.

In delivering his annual address, the Mayor established a new record. Radio microphones were installed in the assembly chamber for the first time in the history of City Hall, carrying the message to thousands outside, in addition to the few hundred in the gallery, with its limited seating capacity.

"First Lady" in Foreground

Seated in the semi-circle behind the Councillors were the Mayor's cabinet members, comprising the city department heads, while in the foreground sat Boston's "first lady," Miss Mary Curley, listening to her father. She was in the front row with a college mate, Miss Loretta Bremner of Chicago, together with Thomas J. A. Johnson, head of the municipal reception committee, and Professor Albert Bushnell Hart of Harvard.

Previous to the exercises at City Hall, the Mayor acted as host to the City Council and its attaches at luncheon in the Dickens room at the Parker House. Returning to City Hall, the Mayor mounted to the fourth floor Council chamber and precisely at 2:05 started his address, upon being presented by Councillor Joseph P. Cox of West Roxbury, serving as acting Council president through seniority.

Surplus of Over \$1,250,000

Notwithstanding the industrial depression and the unemployment of Boston's tercentenary year, with its records of achievements, the Mayor said that he had ended the opening 12 months of his third administration with a cash surplus of over \$1,250,000 in the city treasury, an increase of about \$400,000 over that of the previous year.

Boston, the Mayor said, had financed its relief to needy citizens without resort to bond issues or to appeals for public subscriptions and yet the jobless here underwent "less hardship than in any other city in America."

To Issue \$25,000,000 in Bonds

To carry through the city's programme for 1931 until the tax bills go out in September and the cash comes in to the treasury, the Mayor yesterday presented an order, which was immediately adopted by the Council, providing authority to issue bonds to the extent of \$25,000,000 in anticipation of this year's taxes.

New policy in Boston's administration this year was advanced by the Mayor in his invitation to the City Council to sit in as co-directors of the city government on his conferences with the department heads each month.

The Mayor thanked the Council for approving every single measure which he submitted last year, stating that the legislative branch of the city government had much to do with the success of 1930 at City Hall. He urged their co-operation in 1931 to surpass the record.

\$40,400,000 for Rapid Transit

The highlights of Mayor Curley's annual address to the City Council yesterday were:

Adoption of the five-day week for city employees in 1932.

Boston ended tercentenary year with \$1,250,000 cash surplus in the city treasury.

Proposes \$40,400,000 rapid transit lines between South Huntington avenue, Jamaica Plain, and Orient Heights, East Boston, and between Union square, Brighton, and Arlington centre.

Proposes first link of \$27,000,000 central traffic artery downtown.

Proposes \$3,000,000 federal expenditure to improve Boston Harbor.

TRANSCRIPT

Fire Engines Still Fire Engines

Hereafter, for the first time in history, all ambulances, fire engines and police patrol wagons in Massachusetts will carry automobile license plates. But let not the sight of these number plates bedazzle or confuse any citizen-motorist. Though now required by law to be registered much as any other motor-vehicle, a fire engine in the Bay State will still be a fire engine, and not an ice-wagon. It will continue quite as indiscreet as it ever was for an automobilist, hastening to a movie show, to try to take the right of way against a hook and ladder truck tearing to the scene of a fire. That is to say, a fire engine, no matter what its number, will bump as hard. And it will be as much a public wrong, and likewise a private risk, as it ever was for any automobilist to interfere with the progress of any ambulance, fire apparatus or patrol wagon while on civic duty bound.

These points the Boston Fire Commissioner, Edward F. McLaughlin, has strongly reaffirmed in a statement published today, and of course his remarks command attention. The duty to draw up at once to the right-hand curb immediately on the approach of any emergency vehicle, and in general to do everything possible to keep out of its way, still applies to all motorists. We stress this the more because, in recent months, there has been one change of practice which, unless fully understood, might mislead some citizens. It has been decreed that wherever traffic lights are in regular operation, fire apparatus shall be primarily bound to observe the light signals as other traffic does. Secondly, however, in any case where a police officer is on hand to control the situation, fire apparatus may still run past a red light if the officer gives a clear signal, or even if, in the absence of an officer, the engine-driver himself sees that the street is clear.

The first requirement seems to us right and necessary in the interest of the safety of motorists. The secondary condition also seems a reasonable allowance of leeway to ambulances and other apparatus having work before them which urgently requires the saving of every possible instant. But even so, the situation involves a chance of confusion, and therefore of danger, which can only be forestalled through the alertness, the prudence, and the ready co-operation not only of the apparatus drivers but of all members of the motoring public.

1/7/21

Credit Enough for Both

The arrangement by which the city books are kept open long enough in the new year to pay every liability incurred during the previous year was rightly described in the mayor's inaugural address as "sound financial policy." But was Mr. Curley equally right in saying that he had instituted this policy in 1922, the first year of his previous administration? The truth of the matter is, according to the records, that it was ex-Mayor Andrew J. Peters who devised this plan. In his valedictory address, Feb. 1, 1922, Mr. Peters declared:

The plan proposed is to finish this year as has been our custom, and to provide a special account for all unpaid current expenditures, including those of the School Department, incurred to Jan. 31, 1922, inclusive. The fund available for the payment of these expenditures will be made up of balances of appropriations, excess revenue, and taxes for 1921, as received.

So, two mayors had a hand in this sound financial policy, the one starting it and the other sure enough of its value to continue it. There is credit enough for both.

Salter's Gifts

Subject to Duty

Unlooked for Complication

Attended Xmas Tokens to

Mayor Curley

Mayor Salter of Boston, Eng., and others who accompanied him to the new Boston, during the Tercentenary celebration, may never know, unless they learn from the press, of the little difficulty which attended the reception of their Christmas or New Year's gifts to Mayor Curley.

Today the mayor handed a case of silver spoons, which are patterned after spoons preserved in the vaults of the English municipality for 1000 years, to his daughter, Mary Curley; Mme. Rose Zulalian, Col. Percy A. Guthrie, Standish Willcox and Gerald K. Howard, son of Charles K. Howard of Montreal, an official of the Canadian National Railways. A key fashioned from an old Lexington elm was presented to Thomas E. P. Pringle, local representative of the Canadian National.

Though no word came from the mayor that the Boston, Eng., gifts arrived subject to a duty, which was under negotiation for some time, it became known that the duty was originally set at about \$50 and was shaved down to \$22.50. Evidently the Boston, Eng., officials had no idea of any such complications when they shipped their tokens of appreciation of Mayor Curley's hospitality.

GL012 1/7/31

SOUTHERN PORTS WIN

STEP IN RATE FIGHT

WASHINGTON, Jan. 6 (A. P.)—South Atlantic and Gulf ports today won a step in their fight for parity of export and import freight rates with North Atlantic ports.

The Interstate Commerce Commission, in a 6-to-5 decision, granted carriers serving Savannah, Wilmington, Brunswick, Jacksonville, Mobile, New Orleans and Texas ports the right to establish rates from Western trunk lines and central territory for export and import products without regard for the long and short haul provision of the Interstate Commerce act.

This was done over the protest of representatives of Norfolk, Philadelphia, New York, Baltimore and New England ports. The order specified that the rates shall not be less than 65 percent of the highest intermediate rates.

Commissioners McManamy, Eastman, Farrell, Lee and Tate dissented.

"Generally speaking," said the majority opinion, "the purpose of the relief prayed is to enable the applicants to establish an adjustment of rates between points in the interior territory and South Atlantic and Gulf ports which will enable them to participate in the movement of export and import traffic from and to points in said territory in competition with carriers serving the North Atlantic ports without reducing rates at intermediate points not affected in the same degree or at all by that competition."

The rates apply to territory north of the Ohio River and extending from Indianapolis to the North Dakota boundary.

Domestic and export and import rates from the territory in question to Eastern seaports are approximately the same, the commission said, while the domestic rates to Southern territory are considerably higher than the Eastern rates. It was due largely to this, the opinion indicated, that permission was granted for the lower rates to Southern ports.

Will Bar Crowd at

Oil Tank Hearing

When the next hearing on the East Boston oil tank permit is called by the street commissioners, drastic regulations designed to prevent such an uproar as that of yesterday will be in force. Crowds will be barred from the hearing room, the petitioner and the remonstrants to be represented by delegates chosen by them. Agreement to this policy will be demanded of City Councillor Timothy F. Donovan, spokesman for the remonstrants, and Attorney Joseph A. Santuosso, counsel for the petitioner. Each side, according to Chairman Thomas J. Hurley, will be given adequate opportunity to be heard.

Boston School Football Is on Its Last Legs

Samuel Silverman, Corpora-
tion Counsel, Seeks Relief
from Legislature

House Bill 241

Filed to Save Boston Football
—"Game Cannot Go On,"
Says Silverman

By LeRoy Atkinson

Samuel Silverman, corporation counsel for the city of Boston, today declared, in answer to questions, that the game of football and other sports, such as track, baseball and hockey in this city, cannot continue due to the poverty-stricken conditions of the funds for the purchase of uniforms and equipment.

"The uniforms of the boys are falling to pieces and the game cannot go on on the same large scale of the past few years. The boys will be injured seriously for the state of the equipment in some of the schools is sad. In the larger schools, such as Boston English and Boston Latin, football equipment may be in such condition as to allow the sport to continue through 1931 but, unless relief comes, all official schoolboy sports must cease in the city of Boston. It will become a rich boys' game, for only those boys who can buy their own uniforms."

This condition of affairs was revealed this week with the filing of House Bill No. 241 at the State House by Representative Lewis B. Sullivan, Jr., of 108 Homes avenue, Dorchester. The introduction of the bill states: "By Mr. Lewis B. Sullivan, Jr., of Boston, petition of James M. Curley, mayor, that the school committee of the city of Boston be authorized to organize and conduct physical training and athletic sports and provide uniforms and equipment for the same."

This bill was drawn up by Corporation Counsel Silverman, upon the request of Mayor Curley, and is highly technical. It follows:

Section 1. Section one of chapter two hundred and six of the Special Acts of nineteen hundred and nineteen, as amended in paragraph "E" by section two of chapter two hundred and forty-nine of the Special Acts of nineteen hundred and nineteen, by section two of chapter three hundred and nine of the acts of nineteen hundred and twenty-five and by section two of chapter one hundred and fifty-three of the acts of nineteen hundred and twenty-six is hereby further amended by strike out said paragraph and inserting in place thereof the following: "E" for organizing and conducting

physical training and exercises, athletics, sports, games and play for the promotion of interscholastic athletics in the city of Boston, and for providing uniforms, apparatus, equipment and facilities for the same under the control of said committee for the financial year ending on the thirty-first day of December, nineteen hundred and twenty-six, and for each financial year thereafter fifteen cents, and all sums of money received from said interscholastic athletics, unexpended balances of which shall be accumulated from year to year and used only for said purposes.

Section 2. This act shall take effect upon its acceptance by the City Council subject to the provisions of its charter, and the acceptance by the school committee of the city of Boston.

Lose Thanksgiving Receipts

Boiled down, this bill, if it passes the hazardous channels of committee hearings, etc., at the State House, will allow the school committee to buy uniforms and other personal equipment for the teams in the thirteen high schools of the city. The school committee, under the present law, receives the right to take fifteen cents from every \$1000 of total tax valuation for the advancement of physical education and sports. Inasmuch as the tax valuation in Boston on April 1, 1930, totaled \$1,972,148,200, the amount of money available for physical training is \$118,328.

With this money the school committee can carry on its physical training and sports program satisfactorily—with the exception of buying uniforms and other personal equipment. The fact that the school committee cannot buy uniforms was demonstrated last year when Corporation Counsel Silverman tried the case of Wright & Ditson vs. City of Boston, in which the sporting goods company instituted a friendly trial case by way of finding out, at the request of the city officials, the exact situation. The verdict was handed down that city funds, under the present law, cannot go for the purchase of uniforms and personal equipment.

Upon rendition of this decision the gate receipts of the Thanksgiving Day football games at Braves Field between Boston English-Boston Latin, Dorchester-Commerce were turned back into the city treasury. In former years, before these difficulties arose, the gate receipts of the Thanksgiving Day football games alone were sufficient to carry out the uniform purchasing program in Boston.

Mayor Curley Sponsors Bill

House Bill 241 makes special mention of gate receipts and, if passed, will divert these funds from city treasury to the coffers of the athletic fund. The bill does not ask for a raise in the appropriation of fifteen cents on every \$1000 of taxable property in the city, but merely seeks to give the School Committee the right to spend enough money out of the \$118,328 to keep the schoolboy athletes properly equipped.

"It's silly," says Corporation Counsel Silverman, "to provide \$100,000 for physical training and sports and not have the right to equip the boys in order to save them from serious injuries."

The city of Cambridge, unable to draw enough gate receipts to equip the athletes at its two high schools last year, successfully culminated a three-year campaign at the State House for the right to appropriate not more than \$3000 a year of school committee money for uniforms

and other personal equipment. At the same time the Legislature turned down a similar request on the part of the city of Boston and it was this turn of events that placed the city schools in dire straits.

"We mean to present this House Bill 241 in the right way. It has the name of Mayor Curley in the introduction and he may speak in favor of it at the State House, and the city of Boston School Committee will ask for its successful passage. Conditions are such now that this problem must be met squarely and given real attention by city officials."

Students Sell Candy for Uniforms

Among those not in close touch with the situation in Boston the stories concerning the plight of the schoolboy athletes have been regarded as propaganda for the consumption of the legislators in their consideration of House bill 241.

But such is not the case. Football at some of the Boston schools might continue through next fall but in South Boston and Charlestown highs, at least, the equipment is threadbare. South Boston boys played in shoes and shoulder pads of an ancient vintage last fall and three serious injuries to the shoulders of South Boston athletes were laid directly to the fact that old pads offered no more protection than would cardboard.

East Boston High was fairly well equipped but in that section of the city the students held dances and whist parties to raise funds for uniforms. The students at Boston Latin School sold chocolates in the streets in order to buy new football jerseys. Both Boston Latin and Boston English High athletic associations have fared well in games with suburban schools where guarantees are given and the same is true at Boston Trade School and Mechanic Arts High. Roxbury Memorial High, the newest addition to the high school system in this city, fortunately secured a complete supply of goods just before the lid was shut down. The other schools are facing similar straits.

It is Silverman's contention that the wear and tear on uniforms, coupled with the drain on the already low funds by the winter sports program and baseball in the spring, will mean ultimate discontinuation of interscholastic competition in Boston unless House bill 241 is given safe passage on Beacon Hill.

Ely Will Be Mass. Exchange Guest

Governor-elect Joseph B. Ely will be the chief guest at the annual banquet of the Massachusetts Real Estate Exchange, to be held at Hotel Statler on the evening of Jan. 15. Mr. Ely, Mayor James M. Curley and State Treasurer-elect Charles F. Hurley, who is one of the directors of the exchange, will be the speakers.

AMERICAN 1/7/31

Aid in Bitter Contest

Chamber Group Joins in Rail Rates Fight

The Maritime Association of the Boston Chamber of Commerce has enlisted its support to Mayor Curley's campaign to obtain abolition of the pestiferous rate differentials which discriminate unjustly against the port of Boston.

This decision is of extreme importance because it not only throws the influence of this powerful organization to the crusade and demonstrates a civic solidarity, but because it will also have the effect of vindicating the Chamber of the suspicion of being dominated by certain railroad interests.

This is a bitter contest, and it is a vastly important one.

It affects the several millions of dollars of overcharges which shippers through the port of Boston are compelled to pay annually.

It affects the future growth of New England's greatest seaport because once these iniquitous charges are obliterated and Boston is put on a rate parity with New York, commerce is certain to flow here. The businessman, much as he may love the port of Boston, could hardly be expected to employ the port at a loss to himself when he could obtain the advantage of the lower rates and undercharges at New York, unjust as they may be.

It affects the future growth of New England because once these rates are equalized the industrialists and businessmen will be encouraged by the availability of the port to extend their foreign commerce. Obviously greater strides can be made in the export and import business if New England has a free and uncontrolled port of its own rather than by entrusting its commerce to the port and shipping authorities at New York and the discriminations of early and convenient shipping they can conspire in favor of their own industrialists.

It is a bitter contest because the port of New York wants to retain its unfair advantage and because the railroads which center there want to retain control of the shipping business from New England.

There seems to be no secret to the fact that the railroads have gone out with a blackjack in their hands to intimidate the New England businessmen.

There seems to be no secret to the fact that certain businessmen and organizations in New England that desired to testify in behalf of Boston's demand for justice were halted by the cruel and arbitrary economic pressure and threats applied to them by the financial interests at New York.

By its decision to enter into this campaign, the Boston Chamber of Commerce puts at rest the inference that it is amenable to the railroad and financial interests at New York and it earns for itself the respect of all the people of New England.

AMERICAN 1/7/31

MAYOR ATTENDS CARTER RITES

A solemn high mass of requiem was celebrated for Michael J. Carter, 54, a first cousin of Mayor Curley, in St. Peter's Church, Dorchester, this morning, by the Rev. Cornelius Mason, assisted by the Rev. Leo O'Day as deacon and the Rev. John H. Coughlin sub deacon.

The music was under the direction of Mrs. Joseph E. Galvin.

The pallbearers were John Townsend, Frank Otto, Leo Cronin, Albert McMennien, Stephen Sullivan and Edward Cronin.

Interment was in New Calvary Cemetery, West Roxbury.

Mayor Curley and a delegation from the Federal income tax bureau attended the services; also a delegation of Sisters of St. Joseph.

Mr. Carter died Sunday. He is survived by his widow, Mrs. Theresa Carter, and nine children, and two brothers, Patrick Carter and Thomas Carter.

He was division chief of the Federal income tax bureau and one of the founders of the Tammany club.

GLOBE 1/7/31

SILVER SPOONS FROM MAYOR SALTER HERE

Gift From Boston, Eng—
Appreciated Kindness

Keys of the city, historic walking sticks, banjo clocks and other gifts have been formally presented in the office of Mayor Curley, but today the Mayor distributed silver coffee spoons; this time the gift of Boston, Eng. The spoons, reproductions of ones among the treasures of the English city, said to be 1000 years old, were sent here in appreciation of the kindness shown by Bostonians to the Boston, Eng. party during the tercentenary celebration.

There were five sets of spoons, chaste of design, each set of six reposing in a silk-lined leather case. Though gifts from appreciative guests to Miss Mary Curley, daughter of the Mayor; Standish Willcox, Col Percy Guthrie, Mme Rose Zulalian and Gerald F. Howard, the latter son of Charles F. Howard, who represented the Canadian National Railway during Boston Week, hard-boiled customs officials could not well class them as antiques.

It is understood that there were some negotiations with Collector Wilfrid Lufkin's office regarding the Reuben Salter spoons, and duty was finally fixed. It is said, at \$22.50 for the 30 spoons.

AMERICAN 1/7/31

Mr. Casey's Fine Ideas

A Sensible Stage "Censorship"

For a quarter of a century Mr. John M. Casey has "stood in his boots," refusing to be browbeaten, intimidated or lured from the path of rectitude.

And it is largely for that reason that the stage of Boston fortunately is relatively free from the obscenity, nudity and filth that have disgraced the theatrical profession elsewhere.

So, when Mr. Casey, known throughout the country as "the Boston Censor," speaks through the columns of this newspaper of the future of the stage and of means of combatting the evils which have beset it, his views must weigh heavily with good people everywhere and must be accepted at least as important evidence by the profession itself.

Mr. Casey says that in the light of his long experience, he agrees with Mr. Hearst, who wrote, on December 16:

"The stage can either have a liberal censorship, largely of its own devising, or it can have an extreme and fanatical censorship of the kind that will surely result if stage conditions continue as at present without any co-operation on the part of the stage people to correct them."

And he further agrees, in the light of this same experience, that it seems to be quite useless to rely on self-regulation from within.

Accordingly, Mr. Casey suggests that the Mayors of the ten largest cities in the country call a conference of themselves and of their advisors and of other interested parties to adopt a uniform set of regulations calculated to eliminate filth and to restore the stage to its once eminent position of decency and wholesomeness.

Such a conference might well adopt the simple rules laid down by the "Boston Censor" which eliminate profanity, language that is obscene or lascivious in its meaning, portrayal of perversion or degeneracy and the exhibition of nude or semi-nude females.

Certainly the good people of the country could have no objection to that program. And the stage itself would benefit not only in the revival of its own reputation, which would be enough compensation.

But it could escape arbitrary censorship by adjusting its production to these simple rules of good morals and decency. It could conceive its productions in conformity with a uniform code prevailing in the great communities which largely support the stage and thus escape the expense and annoyances it earns for itself by trying to "put over" as much obscenity as possible, varying it to the caprices of each community or each local censor.

GLOBE 1/7/31

MAYOR ASKS \$25,000 PAY FOR GOVERNOR

Mayor James M. Curley has filed a bill to increase the salary of the Massachusetts Governor from \$10,000 to \$25,000 a year.

He also petitioned for legislation to permit the trustees of the Boston Public Library to hold real and personal estate to an amount not exceeding \$20,000,000. The present limit is \$10,000,000.

In another bill the Mayor asked for authorization to build a municipal building in the Franklin Park-Franklin Field section of Dorchester, with right to borrow \$400,000.

Ex-Senator Joseph J. Mulhern of Dorchester filed with the Legislature yesterday a bill to abolish the Boston Finance Commission. In a statement Mr. Mulhern assailed the Republican party as responsible for the creation of the commission. He further declared that the commission fails "to serve any useful purpose other than to create a great deal of unfavorable publicity for the city of Boston with no benefit resulting from its action."

Senator Charles C. Warren of Arlington filed a bill directing the Metropolitan District Commission to construct and maintain a public bathhouse and swimming pool on the Mystic River easterly of the bridge leading from Medford st, Arlington, to High st, Medford.

Senator James G. Moran of Mansfield filed a resolve directing the State Department of Labor and Industries to investigate the hours of labor, working conditions of and compensation paid to employees, license fees and taxation of so-called chain stores.

A bill providing for a 20 percent increase in taxes paid on income, especially from investments in business corporations, banks and similar concerns, was filed by Frank A. Goodwin, chairman of the Boston Finance Commission. "This bill," he said, "would place a small part of the added burden upon those who can afford to pay it and take it off the backs of those who are now overburdened beyond what they can stand."

\$5,000,000 COURTHOUSE BILL FILED BY PARKMAN

Definite action on courthouse accommodations for Suffolk County is asked in a bill filed yesterday by Senator Henry Parkman of Boston.

The bill calls for an investigation by a special commission into the merits of construction of a new Suffolk County courthouse or the alteration of the Pemberton sq building now in use, and proceed with the plans decided on, after submission to the Mayor and Governor. The petition is from Frank Brewster of Commonwealth av.

The commission would comprise three members, one to be appointed by the chief justices of the Supreme, Superior and Municipal courts, one by the Governor and a third by the Mayor of Boston. The members would have five years to complete the work and be authorized to expend \$5,000,000, of which one-fifth would be provided by the State and the remainder by the city of Boston.

AMERICAN 1/7/21

Curley 'Spooning' for Mayor Salter



MME. ZULALIAN

MAYOR CURLEY

MISS CURLEY

WHEN THE SILVER SPOONS sent by Mayor Rueben Salter of Boston, England, finally got through the customs today, Mayor Curley handed them out to those who had helped to entertain the distinguished British

guests during their tercentenary visit. The mayor is shown presenting spoons from the English mayor to Mme. Rose Zulalian, the singer, and to Miss Mary Curley. (Staff photo.)

CITY PAYS DUTY ON SALTER GIFT

The City of Boston had to pay a tariff of \$22.50 on five collections of silver spoons sent as gifts to local police by Mayor Salter of Boston, England, it was learned today.

His worship, the English mayor, overlooked the fact that a duty would be placed on the goods, and city officials learned that \$50 must be paid before the gifts could be released. After dickering, the original duty of \$50 was reduced to the \$22.50 and the gifts were presented by Mayor Curley today at City Hall to their intended recipients.

The spoons, exact duplicates of some old ones which have been in the possession of the town of Boston, England, for nearly 1000 years, were made up and sent here by Mayor Salter as a mark of his appreciation after his visit here last summer.

Those who received the gifts were Miss Mary Curley, daughter of the mayor; Madam Rose Zulalian, the singer; Percy Guthrie, Boston lawyer; Standish Wilcox, social secretary for Mayor Curley, and Gerald Howard, connected with the Canadian National Railway here.

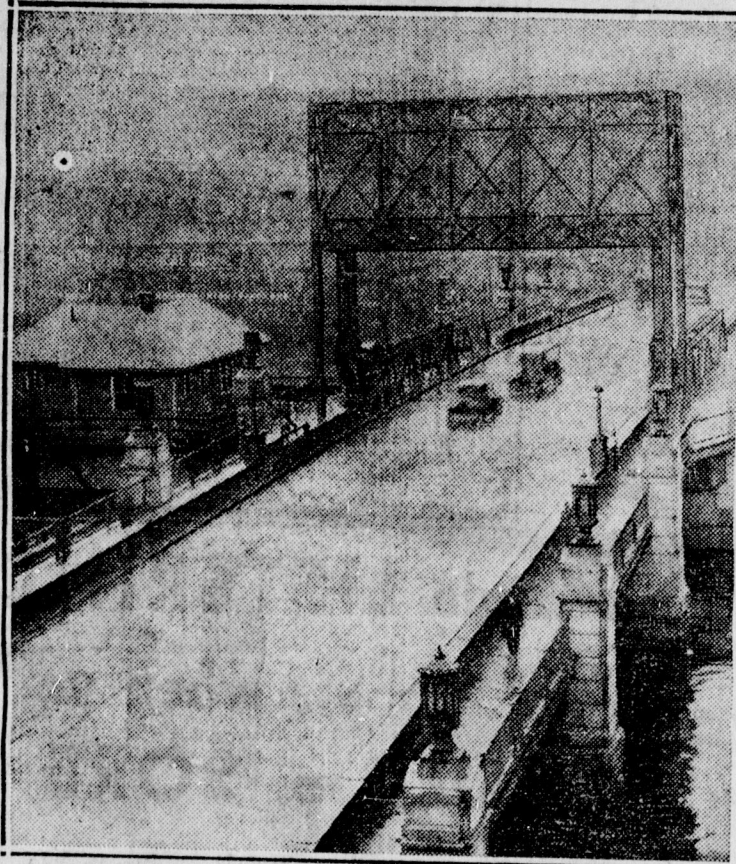
TRAVELER 1/7/21 BOSTON, ENGLAND, GIFTS PRESENTED

Mayor Curley today presented the Christmas gift of Mayor Salter and other officials of Boston, England, to five Bostonians, who contributed to the enjoyment of the visit of the Boston delegation to the tercentenary celebration in September.

The mayor handed a case, containing six spoons, patterned after spoons which have been preserved in Boston, England, for 1000 years, to Miss Mary Curley, Mme. Rose Zulalian, Col. Percy A. Guthrie, Standish Wilcox and Gerald K. Howard, son of Charles K. Howard of Montreal, an official of the Canadian National Railways. A key fashioned from an old Lexington elm was given Thomas E. P. Pringle, local representative of the Canadian National.

PHONE 1/7/31

MAYOR CURLEY OPENS CONGRESS-ST BRIDGE



CONGRESS-ST BRIDGE NOW OPEN TO TRAFFIC

Mayor Curley yesterday presided at ceremonies attending the opening of the Congress-st bridge recently reconstructed at a cost of \$900,000. For the first time since the construction of the Cambridge or West Boston bridge, an architectural firm was employed to

take care of the ornamental features in the design of the bridge.

These features, as well as a total length of 550 feet of new bridge between the abutments, caused the large expenditure. The old bridge was constructed in 1875.

WIFE OF GOV ELY GIVES LUNCHEON AFTER INAUGURAL

A feature after the inaugural yesterday was a luncheon given by the wife of the Governor, Mrs. Joseph B. Ely in Parlor A of the Copley-Plaza, at the same time a luncheon was being given in the State suite of the hotel in honor of Gov Ely.

Mrs Ely's luncheon was in honor of the wives of the Governor's Council, and a few friends' wives of other officials. There were about 25 present. Mrs Ely, as hostess, wore a softly draped blue crepe dress, which she wore at her husband's inauguration at noon. She presided graciously, almost heroically, because the ordeal of the day had been noticeably fatiguing. Mrs Ely has been very ill. Only by retiring at 6:30 the evening before, was she able to store up strength enough for one of the most important

days, yesterday, in the life of her husband.

Mrs Ely is a woman who shuns the limelight. In keeping with her wishes, there were no toasts or short speeches.

On her right sat Mrs William S. Youngman, wife of Lieut Gov Youngman. Miss Mary Curley, daughter of Mayor Curley, sat at her left. On either side were Mrs Edwin Smith and Mrs Charles Ely.

The tables were arranged in horse-shoe form. A few of the others present included: Mrs Gaspar G. Bacon, wife of the president of the Senate; Mrs Frederic W. Cook, wife of the Secretary of State; Mrs Louis McCoy Nulton, wife of Admiral Nulton, commandant of the 1st Naval District; Mrs Leverett Saltonstall, wife of the Speaker of the House; Mrs Charles F. Hurley, wife of the State Treasurer, and Mrs Fox Conner, wife of the commander of the 1st Corps Area, United States Army.

TO MARK HISTORICAL SPOTS IN BOSTON

Tablets marking historical sites in Boston will be placed at three different locations during the year as a result of a decision reached yesterday by Mayor Curley and the Commission on the Marking of Historical Sites.

At North End Park a tablet will mark the only remaining part of the original water front. Samuel de Champlain visited there July 16, 1605, and six pirates were hanged there at low water, June 30, 1707.

The tablet to be attached to the municipal building, City sq, Charlestown, will mark the site of the first court in Massachusetts and the third tablet, to be placed upon the Monk building at 35 Congress st, will commemorate the site of the old Quaker Meeting House which stood from 1709 to 1808. Behind the church was a burying ground from which in 1826 the bodies of 72 adults and 31 children were moved to Lynn.

CHINESE TO TEST WHEAT BREAD AT CITY HALL

An argument raised against Mayor Curley's proposal some time ago to sell or give the surplus wheat to China, that the Chinese are so accustomed to rice that they will not touch wheat, is to be given a test today.

Prominent Chinese officials have been invited to the office of Mayor Curley at noon today where they will be presented with bread and rolls, made of a rice and wheat flour mixture, and will be asked to determine whether the hungry millions of China could be induced to eat it.

The bread will have the advantage of excellent baking, for the chef at the Copley-Plaza, at the request of Mayor Curley, mixed the rice and wheat flour, and the bread will come piping hot to the Mayor's office from the ovens of the hotel.

The principal guests will be Winton Bee, the latter accompanied by Wu Fang Pu, son of the Secretary of the Navy of China; officials of the Chinese Merchants' Association, the Mayor of Chinatown and Ex-Lieut Gov Edward P. Barry.

Mayor Curley will give his guests bread and Wu Fang Pu will give to the Mayor a gift from the Government of China.

TRANSCRIPT 1/7/31 New Congress Street Bridge Is Opened

Traffic is now flowing over the new Congress street bridge which was opened by Mayor Curley and officials of the public works department yesterday afternoon. The project was initiated by Mayor Nichols in 1928 and the cost was nearly \$1,000,000. The draw is offset by an 800-ton concrete counter-balance, and can be raised or lowered in fifty-five seconds. It is expected that the bridge will provide much relief for traffic now using the Northern avenue and Summer street extensions bridges.

GLOBE 1/7/31

GROVER A. WHALEN ADDRESSES ADVERTISING CLUB OF BOSTON



HIGHLIGHTS AT LUNCHEON OF THE ADVERTISING CLUB OF BOSTON

The incalculable economic and social benefits to the American people, collectively and individually, which flows out of enormous expenditures annually made for advertising all kinds of merchandise, were outlined by Ex-Police Commissioner Grover A. Whalen of New York city, now Wanamaker's general manager there, in a scholarly paper read to 500 members and friends of the Advertising Club of Boston at its weekly lunch yesterday at the Statler.

Mr Whalen delivered the second message from the Advertising Federation of America in its campaign to spread the truth about advertising.

Referred to by Mayor Curley as "one who makes royalty realize all its shortcomings in his presence, in his continuing role as New York's official greeter," Mr Whalen was given an ovation upon his introduction soon afterward by Toastmaster John Nicodemus.

Benefits Most From Advertising?" which was broadcast by radio, Mr Whalen unofficially conferred upon Mr Curley "the degree M A-master of advertising!" This was a happy allusion to the satisfactions of Whalen's earlier visit to the Mayor at City Hall, where the guest was given a key to the city, made from a Lexington elm, also a handsome etched print of Old South Meetinghouse.

Others seated at the head table were Pres Louis D. Gibbs of the club, Maj P. F. O'Keefe of the O'Keefe Advertising Agency, both of whom made brief addresses; John Shepard 3d, general manager of the Shepard Stores; Pres A. B. Bacon of the Chandler Company, Pres W. H. Rankin of the Rankin Advertising Agency, Vice Pres Ralph Hudson of the Jordan Marsh Company, Pres Sidney S. Conrad of Conrad & Co, Vice Pres Louis E. Kirstein of Wm. Filene's Sons Company, Ex-Mayor John F. Fitzgerald, Police Commissioner E. C. Hultman, Pres Felix Vorenberg of the Gilchrist Company, Bradbury D. Cushing.

THOROUGHFARE PLAN RECEIVES SUPPORT

Indorsed by West End Business Men

Development of the congested area in the West End, east of Cambridge st in the direction of the North Station, received considerable impetus last night when the West End Business Men's Association passed a resolution indorsing the Thoroughfare Plan of the City of Boston at a special meeting held in the Hotel Bellevue.

Robert Whitten, chief consultant of the City Planning Board, spoke at length on the plan, emphasizing in particular the development of the Central Artery from Nashua st to State st. Charts and diagrams showing the streets affected by this development were on display.

The widening of Chardon st, enabling a free flow of traffic from Haymarket sq to the center of the city, was of particular interest to the association. It was explained that a development of this district would increase the value of property in the vicinity, in that the locality is particularly suitable for warehouses and wholesale concerns that have business interests north of Boston.

Bills are already in the Legislature asking for an appropriation of \$11,000,000 to be used in the development of the Central Artery, the widening of Chardon st, and extension of the artery through Albany, Way, Mott and Castle sts in the South End. About \$6,000,000 of this amount will be spent this year if the appropriation is authorized.

The association has also gone on record as endorsing the civic center plan in Scollay sq, with the construction of the new proposed City Hall and municipal buildings in that vicinity.

Michael Carchia, chairman of the Board of Directors, presided at the meeting last night. Prior to the business of the evening, a dinner was served. About 60 members of the association were present.

UTILITIES COMMISSION APPROVES TRANSIT PLAN

The Public Utilities Commission yesterday approved the supplementary plan of the Boston Transit Department for the extension of the Boylston-st subway under the railroad bridge on Beacon st, just outside of Governor sq, to be continued as far as St Mary's st, Brookline.

No opposition was expressed at a second hearing Wednesday and the Commission voted favorable action.

RECORD 1/7/31

HERALD 1/2/31

600 Storm Mayor's Office; Woman Hurt



Mrs. Frank Marino, left, and her sister-in-law, Mrs. John Marino, shown holding their daughter, Phyllis, three, at Boston City Hall, yesterday, where they called on Mayor Curley with a delegation from East Boston to protest against the granting of large oil tank storage permits.

One woman was crushed and fainted yesterday when a crowd of 600 East Boston citizens, protesting against a proposed gasoline storage plant in their district marched on City Hall, rushed a police guard and stormed the office of Mayor Curley.

The shouting crowd surged into the outer office of the mayor's suite. Many of them were women and one was crushed against a swinging gate. Mayor Curley left his private office and lifted the insensible woman into a chair, where she was revived.

The march on City Hall followed a hearing in Faneuil Hall, before the street commissioners, on the petition of Philip S. Graver for a permit for a gasoline storage plant at Saratoga and Boardman sts. Chairman Joseph Hurley adjourned the hearing when disorder broke out.

"This is not the proper thing to do," said Mayor Curley, when shouts of "where's the mayor?" brought him from his office. "Everybody is entitled to his day in court and the petitioners will get theirs. As far as East Boston is concerned, you know my position."

Shouts of "How about it?" and "What are you going to do?" angered the mayor.

"I won't be cross-examined," he retorted. "Take off your hats, you are in a public office. You are going to get your day in court, but you can't stampede me."

Dist. Atty. Frederick T. Doyle, who is expected to take about three-quarters of an hour outlining his case.

One or two witnesses will be put on the stand for a few minutes of testimony to establish Garrett's connection with the police department and his liquor squad affiliations. Then Sullivan will testify. He will not make his entrance until his name is called.

Dist. Atty. Foley, whose term expired last night, must renew his oath of office at the State House early this morning. Asst. Dist. Attys. Doyle and Gillen must also renew their oaths of office before the trial continues.

From the standpoint of real action, yesterday's opening session of the long-deferred, eagerly-awaited Garrett trial was somewhat of a disappointment.

CONGRESS STREET BRIDGE OPENED

Extension Drawbridge Lowered for First Time by Curley

With a shriek of a warning siren and the loud hum of powerful motors, the new Congress street extension drawbridge was lowered for the first time at 3:25 yesterday afternoon, by the hand of Mayor Curley on the controller. The bridge was officially opened to traffic immediately afterward.

The mayor, attended by officials of the building and public works departments, and executives of Coleman Brothers, the builders, first sheared a light rope stretched across the bridge near the automobile gate on the Boston side, to signify the completion of the structure. The party then proceeded to the tender house where the controls were inspected and the mayor signed the bridge log book.

A party in the automobile of John F. Coleman, head of the contracting firm, was the first to cross the new span. Only a few minutes elapsed after the opening before truck drivers and pedestrians discovered the new means of crossing the channel, and were plying over the bridge in large numbers.

Considerable relief for traffic now using the Northern avenue and Summer street extension bridges is expected from the Congress street structure. The project was pushed through by Mayor Nichols in 1928 and constructed at a cost of nearly \$1,000,000. It was over a year in building. The draw is offset by an 800-ton concrete counter-balance, and can be raised or lowered in 55 seconds.

Officials present at the opening ceremonies yesterday included John Coleman, retiring Council President William G. Lynch, and President-elect Joseph McGrath, Corporation Counsel Samuel Silverman, Public Works Commissioner Joseph Rourke, Randall G. Gardner, bridge division of the city and Clement J. Maney, superintendent, Coleman Brothers. John J. Foley is the draw-tender of the span.

LAST RITES FOR COUSIN OF MAYOR

Funeral services were held today for Michael J. Carter, cousin of Mayor Curley, and divisional chief of the federal income tax bureau, who died Sunday at his home, 61 Linden street, Dorchester, after three months' illness. Mayor Curley attended the services.

Solemn high mass was celebrated at 9 o'clock by the Rev. Cornelius Mason, with the Rev. Leo O'Day as deacon and the Rev. John A. Coughlin as sub-deacon. The bearers were John Townsend, Frank Otto, Leo Cronin, Edward Cronin, Albert McMennier and Stephen Sullivan.

Interment was in New Calvary cemetery.

Post 1/7/31

BUSINESS CHIEFS AT WHALEN LUNCH

Hear New York Expert Describe Manifold Benefits of Advertising at Luncheon of Advertising Club



"Advertising is essentially educational. It lifts men's minds out of ruts. It creates a desire for fine things. It spurs ambition and generates energy. It has walked hand in hand with progress, in our time, and even a step ahead," Grover A.

Whalen, of New York city, yesterday told the largest gathering in the history of the Advertising Club, of Boston, at the Hotel Statler.

BUSINESS LEADERS THERE

The affair, which was held jointly with the Advertising Federation of

America, numbered among those present the very leaders in the fields of advertising and business. More than 800 were in attendance as Mayor Curley introduced the former police commissioner of New York city to the gathering.

Among those at the head table were Felix Vorenberg, general manager of the Gilchrist Company; Major P. F. O'Keefe, of the O'Keefe Advertising Agency; James O'Shaughnessy, business manager of Liberty magazine; John Shepard, 3d, president of the Shepard Stores; A. J. McCosker, manager of Station WOR, New Jersey; Louis E. Kirstein, general manager of William Filene's Sons Company; William H. Rankin, president of the Rankin Advertising Agency; Sidney Conrad, president of Conrad Company; Ralph Hudson, vice-president of Jordan Marsh Company, who earlier in the day escorted Whalen through the department store; John C. Nicodemus, advertising manager of the Continental Clothing Stores; Police Commissioner Hultman; Adolph Ehrlich, of C. F. Hovey Company; A. B. Bacon, Chandler Company, and Bradbury Cushing, manager of the Statler Hotels; Whitfield Tuck, William F. Larkin of the Hadley Stores and former Mayor John F. Fitzgerald.

Benefits of Advertising

Grover Whalen's topic was "Who Benefits Most From Advertising," the second message from the Advertising Federation of America in its campaign for the truth about advertising. The speaker pointed out that advertising pays its own way out of the additional economic wealth which it creates, and that in the end it casts a burden neither upon the buyer nor the seller of merchandise.

"But a second question has arisen, and one that the Federation desires to answer painstakingly and as frankly as the first was answered," declared Whalen. "This question is—if advertising is a benefit, whom does it benefit? "Everybody knows that several classes of people are immediately and directly benefited. The advertiser makes no secret of the fact that he is, and we know or assume that there is profit in advertising for the publisher, the radio broadcaster, the outdoor advertising concern, the advertising agent and the other media that get advertising before the public. But where else do the benefits fall?"

"Our rapid progress as we know it today appears to be largely dependent on three important factors, transportation facilities, means of communication and advertising. Invention would have but little practical value without them. Transportation and communications could not perform their vital service in stimulating our swift advancement were it not for the informative and educational vitalizing force of advertising. The progress of material civilization was incredibly slow when advertising was lacking to educate and to stir the masses to desire, demand and labor for better things."

Inventions and Achievements

Mr. Whalen recalled the opposition to which all great inventions were subject in antiquity and pointed out that no such opposition is manifest for new ideas today. "Until advertising began to wave a magic wand, invention was tremendously handicapped by prejudice," he said. "If advertising had existed in the early days of steamboats, people would have had an understanding, and would have believed in steamboats, almost by the time that Fulton launched the Clermont."

Great achievements largely affected through advertising, he said, include artificial light, the development of the automobile and the radio, the general dissemination of public hygiene as well

HERALD 1/8/31

FAVORS PLAN TO MARK 3 HISTORICAL SITES

Curley Approves Placing of Tablets As Recommended

Three additional historical sites in Boston will be appropriately marked this year. Mayor Curley yesterday approved the recommendations of the commission on the marking of historical sites and at various times dedicatory exercises will be held when the bronze tablets are placed in position.

One tablet will be placed at North End park to mark the only remaining

part of the original waterfront, which was visited July 16, 1605, by Samuel de Champlain and where six pirates were hanged at low water June 30, 1707.

Another tablet on the municipal building in City square, Charlestown, will mark the site of the first court in Massachusetts, from which grew the superior and supreme courts.

The third tablet will be fastened to the Monks building at 35 Congress street to mark the site of the Quaker meeting house which stood from 1709 to 1808. Behind the church was a Quaker burying ground, from which in 1826 the bodies of 72 adults and 39 children were removed to a burying ground in Lynn.

CURLEY TO VISIT CAPITAL MONDAY

Will Push Shift in Veterans Relief and Governor's Island Legislation

Mayor Curley will spend several days in Washington next week in connection with the furtherance of congressional bills which he will explain to the Massachusetts delegation as host at a dinner at the Willard hotel Monday evening.

Thomas J. A. Johnson, representing the board of port authority, Asst. City Solicitor Hale Power, and members of the mayor's secretarial staff will accompany him. He will designate one representative from each of the congressional districts to join him in urging congressional adoption of a bill designed to transfer to the federal government the portion of the soldiers' relief payments by Massachusetts municipalities which is regarded as within the legitimate scope of federal responsibilities.

The mayor will also ask the Massachusetts delegation to support the recommendations of the port authority for harbor improvements. He will endeavor to hasten the transfer of Governor's Island to the city and will devote considerable attention to his plan of a federal industrial planning board. He expects to be absent until Thursday. During four days of the week Joseph McGrath, president of the city council, will be acting mayor.

PUBLIC CELEBRATIONS ASSOCIATION MEETS

The Citizen's Public Celebrations Association of Boston, one of the few organizations in the country whose sole purpose is to further public holiday celebrations through the year, held its annual meeting last night at the Parker House. In 1924 this group made the first plans for the Boston tercentenary. The president, Joseph A. F. O'Neill, presided, and the other officers and members of the executive committee who were present were: John A. Scanga, Louis Watson, Henry J. D. Smally, E. B. Mero, John B. Archibald, Henry F. Brennan, Frank Chouteau Brown, Wilfred F. Kelley, John H. Noonan and James H. Phelan.

TRAVELER 1/8/31

SEN. WARD TO TAKE HUB FLAGS TO CUBA

State Senator Michael J. Ward of Roxbury, representing Mayor Curley, will sail tomorrow from Boston, aboard the Cunard liner Carinthia for Havana.

He will take with him a case of flags, with the insignia of the city of Boston, which he will present to President Machado of Cuba, on behalf of Mayor Curley, with the compliments of the city.

The steamer will arrive in Boston this afternoon and tomorrow will take on 150 Boston passengers.

CITY FEDERATION TO HEAR OF BOSTON PLANS

Boston as it ought to be and will be are subjects which will be discussed at the community service meeting on Friday, Jan. 16, at 10:30 a m in the auditorium of the Young Women's Christian Association, where members of the Boston City Federation will gather for their monthly program. Mrs. Robert J. Culbert is chairman.

Ralph Adams Cram, formerly member of the City Planning Board and chairman of Mayor Curley's committee for a civic center, will talk about plans, and Robert Whitten, the nationally known consultant, who has had complete charge of the street-improvement plan for Boston, will talk about the new Boston thoroughfare plan.

TRANSCRIPT 1/8/31

Cigarette Gives City Hall a Scare

It was only a smoldering cigarette carelessly tossed into one of the ventilators with an outlet in City Hall avenue that gave Janitor "Dan" Sheehan and his helpers a hectic half hour today. Smoke was filling the basement of the School street building and defied the ingenuity of the janitor to locate its source. A chemical company from the West End was summoned and fire extinguishers were carried here and there until one of the firemen saw smoke leaking from a covered aperture. It was then easy to trace the cause.

Post 1/8/31

EXTENSION OF TUBE APPROVED

Subway on Beacon Street to Audubon Circle

Construction plans for the further extension of the Governor square subway under Beacon street to Audubon circle were ordered last night by Mayor Curley, following yesterday's action of the State Department of Public Utilities in approving the extension, costing \$1,800,000 additional.

This will make the entire cost of the subway extension \$5,000,000. The transit department, under Colonel Thomas E. Sullivan, is now branching the tube under Governor square to Commonwealth avenue and Beacon street at a cost of \$3,000,000.

Further extension of the Beacon street branch from the Boston and Albany railroad tracks to Audubon circle was demanded by business interests of the district, claiming that the work could be done more economically now.

RECORD 1/8/31

CURLEY TO ASK AID TO BOOM GREATER HUB

Mayor Curley announced last night he is leaving for Washington next Sunday, to confer with all Massachusetts Congressmen in asking co-operation in a program of general development of Boston and other sections.

The Mayor said he would ask specifically for aid in developing Boston harbor, for the creation of a federal industrial planning board to map out a "depression program," and for increase in pensions for soldiers.

Mayor Curley said he would be back at his City Hall desk by Thursday. He will be accompanied by Thomas J. Johnson, of the board of port authority, and two secretaries.

Mayor Curley Attends Funeral of Relative

Mayor Curley yesterday attended funeral services for his first cousin, Michael J. Carter, in St. Peter's Church, Dorchester. Interment was in New Calvary Cemetery, West Roxbury. Carter died Sunday. He was division chief of the federal income tax bureau.

GLOBE 1/8/31

Post 1/8/31

CITY HAS TO PAY DUTY ON GIFTS SENT HERE BY BOSTON, ENG, FOLK



Left to Right—Mme Rose Zulalian, Mayor James M. Curley and Miss Mary Curley, with silver coffee spoons sent by Mayor Reuben Salter of Boston, Eng. who was guest of Hub during tercentenary.

After the city of Boston had paid duties of \$22.50 on five collections of silver spoons, sent as a Christmas gift of appreciation for the hospitality given Mayor Salter of Boston, Eng. and his party on their visit here, Mayor Curley was able, to present the spoons yesterday to their intended recipients.

The silver coffee spoons are reproductions of ones among the treasures of the English city, said to be 1000 years old. There are six spoons in each set. They were presented to Miss Mary Curley, daughter of the Mayor; Standish

Willcox, Col Percy Guthrie, Mme Rose Zulalian and Gerald F. Howard, son of Charles F. Howard, who represented the Canadian National Railway during Boston Week. A key fashioned from an old Lexington elm was presented Thomas E. P. Pringle, local representative of the Canadian National.

Although the spoons were gifts to the city, Customs officials refused to class them as antiques. After some negotiation with Collector Wilfred Lufkin's office, the duty was finally reduced from \$50 to \$22.50, it is said.

MAYOR GOING TO CAPITAL

To Press Action on Bills Affecting the City

Mayor Curley will go to Washington Sunday to press congressional action on matters affecting the interests of the city, he stated last night. He will remain at the capital three days and will be back at his desk here Thursday morning.

Among the bills for which the Mayor will urge speedy action is one recently recommended by the Mayors and Selectmen of Massachusetts to increase federal pensions for war veterans, their widows and dependents to relieve the relief burden now borne by the cities and towns.

On recommendation of the Port Authority Board, the Mayor will ask for a federal appropriation of \$3,000,000 to deepen and widen the main ship channel and to make other harbor improvements here.

For the airport the Mayor will seek to close negotiations for the transfer of Governor's Island from the federal government to the city so that it may be developed as an extension of the East Boston airport.

MAYOR FORCED TO PAY DUTY

Customs Men Hold Up Gifts From Mayor Salter

Complimentary gifts from the Lord Mayor of Boston, Eng., were denied diplomatic courtesy by alert customs inspectors here and as a result Mayor Curley was out \$22.50 in taxes on reproductions of silver spoons 1000 years old, it was revealed yesterday at City Hall.

The Mayor got none of the spoons, but a half-dozen each were addressed to Miss Mary Curley, his daughter; Standish Willcox, his social secretary, and three others who entertained the English party here at the tercentenary celebration last fall.

Others sent silver replicas by Lord Mayor Salter were Madame Rose Zulalian, who sang for him; Colonel Percy A. Guthrie, who served as his escort, and Gerald K. Howard, son of Charles K. Howard, of the Canadian National railroad.

The spoons were encased in beautiful boxes, bearing the message that they had been copied from masterpieces of early English silversmiths. But the customs men demanded \$50 in taxes before delivering them, and the Mayor succeeded in cutting them down to \$22.50.

Hoover selects his own cabinet. Gov. Ely believes such a system would tend towards co-operative service. In addition, the voter then could place on the Governor responsibility for success or failure. He discusses the various phases of the Elevated situation.

And, finally, Gov. Ely reminds the Legislature that in this state, in referendum the people, in the interests of temperance, repealed the baby Volstead act. He says that it is, therefore, the duty of the Legislature to ask Congress to "put the matter of intoxicating liquors on a reasonable, sane and enforceable basis, in the interests of temperance and sobriety and the peace and good order of the commonwealth and the country."

So speaks our new Governor. His utterances have to do, naturally, with controversial topics, each open to honorable debate. The Boston Traveler is gratified, but not surprised, to find that Gov. Ely's message measures up completely to the best traditions of the state in whose service it is Mr. Ely's honor to act as chief executive.

May his administration be marked by all the success his high character and ability deserve.

HERALD 1/8/31

Duty of \$22.50 Paid on Spoons Mayor Salter Sent to Boston

Silver Distributed to Tercentenary Guests but Curley Refuses to Admit He Met Charge To Free Gifts from Lufkin's Grip

There may be mystery about the person who actually paid the duty demanded by W. W. Lufkin, collector of the port, on the Christmas gifts of silver spoons sent to Boston by Mayor Salter and other officials of Boston, England, but it is an undeniable fact that \$22.50 in currency was passed to Lufkin before the spoons were released.

They were distributed by Mayor Curley yesterday to his daughter, Miss Mary Curley, Mme. Rose Zulalian, who sang at the receptions tendered Mayor Salter and other tercentenary guests from Old Boston, Col. Percy A. Guthrie, Standish Willcox and Gerald K. Howard, son of Charles K. Howard of Montreal, an official of the Canadian National Railways.

Each received a handsome case containing a half dozen spoons. The case bore the names of the donors as well as an expression of appreciation of the hospitality of Boston.

But Mr. Lufkin was not particularly hospitable, although he did everything possible to lighten the financial burden on the customer who paid the customs charge.

Mr. Lufkin is reported to have laughed when it was represented to him that the spoons came under the classification of antiques. He laughed again when he announced that they were reproductions of antiques which have been in the possession of Boston, England, for 1000 years.

The original claim was \$50 but he

kept whittling the fee as he found authority in the official books until he got the price down to \$22.50.

Mayor Curley refused to admit that he paid the customs fee and the recipients denied that the hat was passed among them. The mayor, however, derived considerable enjoyment from the situation.

"Any gift, of dutiable articles, with a value of more than \$1," Mr. Lufkin explained last night, "must pay a customs tax. Congress made no exception, even of Christmas gifts. The collector has no discretion at all in such a matter. The case of the spoons was but one of many."

"If a fond mother in Scotland or Ireland knits a pair of wool socks for her struggling son here, and sends them as a Christmas gift, the struggling son must pay about \$7 or go without the socks. And that is a frequent occurrence."

"In the case of the spoons, the original duty was assessed on the declared value—declared by the sender. They were then appraised and duty assessed on the wholesale value."

"The duty was paid—presumably by the mayor or someone representing him. Prepayment of duty is hardly possible, because the amount could hardly be known until assessed. In this case the duty was paid before the sender could have been notified and

Post 1/8/31

EXPECTS O. K. ON EXTENSION

Confident of Subway to Audubon Road

Confidence that the State Public Utilities Commission would approve the further extension of the Governor square subway to Audubon road at a cost of \$1,800,000 was voted last night by Mayor Curley at City Hall.

The Mayor testified earlier in the day at the hearing held by the commission at the State House. When Representative Elliot Wadsworth of the Back Bay opposed the extension on account of the cost, the Mayor said the commission had nothing to do with the cost, but merely had authority to approve the physical plan, to which the chairman of the commission agreed.

The subway is now being extended under Governor square at a cost of \$3,100,000, which will take the Beacon street branch as far west as the Boston & Albany railroad bridge, but Beacon street business interests have demanded the further extension of the subway to Audubon circle, pointing out that it would be less costly if done now.

URGES SUPPORT OF CENTRAL ARTERY

Support of legislation for the construction of a central traffic artery through the downtown business district, and also the filling in of old South Bay to provide sites for industrial plants, was urged by Chairman Frederic H. Fay of the City Planning Board last night, at the annual banquet of the Upham's Corner Improvement Association at Columbia Hall, Dorchester.

Representing Mayor Curley, Chairman Fay declared that though Boston has a fine harbor and good docks, it also has "the worst congestion of waterfront traffic of any city on the Atlantic seaboard, with transport of goods through city streets slower than it was 50 years ago."

Mayor Attends Funeral of M. J. Carter, a Cousin

Mayor Curley attended funeral services held yesterday at St. Peter's Church, Dorchester, for Michael J. Carter, 54, of 61 Linden street, division chief of the Federal Income Tax Bureau and the Mayor's first cousin. Mr. Carter died Sunday, after a short illness.

Pall-bearers included John Townsend, Frank H. Otto, Leo J. Cronin, Albert McMenimen, Stephen J. Sullivan and Edward H. Cronin. A delegation from the Federal Income Tax Bureau attended the services as did a number of Sisters of St. Joseph. Mr. Carter is survived by his wife, Mrs. Theresa Carter, and nine children.

Interment was at New Calvary cemetery, Roslindale. Mr. Carter was one of the founders of the Tammany Club.

THE MAYOR'S ABLE ADDRESS

To the Editor of the Transcript:

Let me compliment Mayor Curley on his able address to the City Council. In his concise, comprehensive message, the mayor calls again to the attention of the observant reader the thought that he knows Boston thoroughly and that he is a conscientious public servant keenly devoted to the public weal. His outline of proposed traffic extension for the Boston Elevated system, stressing as he does—and wisely—the pertinent element of property values, his review of the financial condition of the city, his interest in improvement through public institutions of the people's health and his modest acknowledgment that he saved the city \$100,000 through a plan inaugurated by himself and under his direction, put into efficient application in the investigation of claims against the city, which acknowledgment the writer, a lawyer, knows to be a fact—all these public matters, and more, handled by the mayor in masterly outline, add materially to his justly earned reputation as an expert in municipal government.

His recommendation, too, of a five-day week so that "the machine may continue to be the slave of man rather than have man become the slave of the machine" is the utterance of a forward-looking statesman. It suggests industrial reform truly progressive in theory, yet in practice responsive at once to the growing demands of an industrial era which is machine in character and machine in supremacy. To this recommendation the Transcript dissents, claiming it to be in effect an increase in wages and salaries, and saying "the present is no time for such a proposal." If the objection goes only to its adoption at the present period it is not an objection after all; for the reason that the five-day working week is but one of the reforms necessary for the new economic order which must be constructed upon the remains of the decaying economic depression; and is in fact a reform for the future, as the mayor himself aptly suggests.

In passing, while pen is yet in hand, permit me, if you will, to call attention to a typographical error. In your editorial yesterday on Mr. Curley's message you quoted: "I am nevertheless of the opinion that there is no other course open than approval." Proven meticulous zeal for correct English diction which marks Mr. Curley's pronouncements of tongue and pen, in this instance caused me no little surprise at the position in the sentence of the word "other." But when I read the full text of the message on page 5 of your editorial section, near the end of the fourth column, I became fully convinced of that which already I had suspected: the error in your editorial was of the printer's doing. In the text the clause ran: "I am nevertheless of the opinion that there is no course open other than approval."

However, more important than good diction, important though it is, is the suggestion that the mayor by just one act alone wisely adopted in the law department saved the city in one year more money than his entire salary as mayor for his entire term of four years; and in this one municipal reform alone he has saved the city more money than the equivalent of the salary during the same period of the President of the United States.

CYRIL FITZGERALD BUTLER
Boston, Jan. 6

Governor Ely's Inaugural



A NEW Governor sits at Beacon Hill.

His Excellency Joseph B. Ely of Westfield, chosen by the people to hold the highest office in the commonwealth, speaks this afternoon to the two branches of the Legislature.

"In accordance with the requirements of the constitution and the mandate of the people," he says, "we assemble here today to review the condition of the commonwealth and to devise and adopt measures to promote the public welfare."

Gov. Ely strikes an encouraging note when he points out that "we have withstood for one year the strain caused by the wiping out of tremendous paper values with remarkably little business failure, due, as I see it, to a nearly perfect credit structure. . . . It is time to move ahead."

His message is progressive but not sensational. It shows thought combined with human sympathy. It shows a knowledge of affairs and a desire and apparent equipment to cope with them. If you would look for a radical note, you will be disappointed. The entire tone of the message is constructive and constitutional. It is an honest message, a substantial message, and whether you agree with all its recommendations, you cannot say it is not the carefully-thought-out program of an able and sincere man.

Gov. Ely praises the pay-as-you-go plan as a usual policy but points out that it is not a fixed rule. He advocates its abandonment to meet specific needs. He would issue \$20,000,000 in bonds, half that sum to be used for new public buildings and half for trunk-line highways. He asks for \$300,000 for reforestation and \$1,000,000 immediately which he may use as he deems best for unemployment relief. And he wants some form of employment insurance, and a lowering of the age for old-age assistance. The Governor wants better means with which to fight stock swindlers and seeks power to counteract the absorption of our railroads by interests outside New England.

Gov. Ely is not satisfied with the automobile insurance situation. He wants fair rates not only for the insurance companies but for owners of cars. He believes that there are too many fake claims and too many accidents. He wants rates fixed by a commission of three, to be appointed by the Governor, one to represent the companies, one the public and one the insurance commissioner. He says that so long as insurance companies' profits are practically guaranteed by law, as under the present system, there is little incentive to keep down losses. Gov. Ely wants the law changed so that the companies' profits will come from the way in which they conduct their businesses.

One of the most striking features of the message is Gov. Ely's recommendation that instead of election by the people of state officers, below Lieutenant-Governor, they be appointed by the Governor. This would include the secretary of state, treasurer, auditor and attorney-general. Mayor Curley appoints his city clerk, treasurer, auditor and corporation counsel. President

9 GLOBE 1/9/31

CHILDREN SEE WEST ROXBURY TRAFFIC LIGHTS TURNED ON



TRAFFIC COMMISSIONER CONRY SPEAKING TO WEST ROXBURY SCHOOL CHILDREN AT WASHINGTON AND GROVE STS.
AT THE OPENING OF NEW TRAFFIC LIGHTS

With more than 300 children from the Beethoven and Germantown Schools in West Roxbury present, the new signal traffic lights at the junction of Washington and Grove sts were officially turned on this morning by Traffic Commissioner Joseph Conry.

In a short address to the juveniles who ranged in age from 5 to 14, Commissioner Conry explained the meaning of the different colored lights. Green, he said, signified beauty and safety, while red indicated danger. He urged that the children pay particular attention to the lights when they approached the section to avoid any accidents.

The commissioner was introduced to the children by James A. Crowley,

headmaster of the Robert Gould Shaw School district, which includes the two schools in the Grove-st section.

Others present were James F. Hurley, traffic engineer of the city; Capt James P. Smith of the West Roxbury police, Mrs John Lewis, William J. Agnew, president of the Germantown Citizens' Association, which organization made the lights possible, and Arthur L. Stanek, its vice president. The children were in charge of the teachers.

In their safety drive the association has started the campaign with the children of the two schools, who will submit drawings of the lights, when and where to cross at intersections. The best drawing and explanation of one child in each class will be awarded a prize by the association.

The association, which also launched a drive for a "white way" along Washington st, from Lagrange st to the Dedham line, will also celebrate the installation of the lights by a banquet and entertainment in Fidelity Hall, West Roxbury, Monday night.

A representative of Mayor Curley will turn on the lights from the building before a group of State and city officials.

An old-fashioned dutch supper will follow. The speakers will be introduced and there will be an elaborate program. The Woman's Newell Club, Grove-st Associates, Liederkranze Society, Fidelity Musical Society, West Roxbury Board of Trade, West Roxbury Legion and the Chamber of Commerce Safety Council will have delegations present.

Fight Over Beacon Hill Zoning Starts

Arguing that sentiment should be tempered with sense, Elliott Henderson and William T. Homans argued before the Boston Board of Zoning Adjustments today for the rezoning of the district of Beacon street from the State House to Charles street and extending back to Branch street so as to permit of the introduction of business. This at present is a sixty-five-foot residential area and the petitioners, believing that Beacon Beacon street is not what it used to be in the residential sense, would introduce high-grade stores or provide the opportunity for the location of publishing houses, clubs, or institutions.

Mr. Henderson was the first to argue, referring to the fight of a year ago for the reduction of building height from 100 to 65 feet, which regulation was passed. By that change Mr. Henderson said the Beacon street property owners gave up 50 per cent of the value of their land. He contended that when the building height is reduced to 65 feet it means building of five stories and of second-class construction. The present petition, he said, has nothing to do with the height of the building. He and his associates would be content with sixty-five feet as at present.

"We must consider the great amount of traffic on Beacon street today," said Mr. Henderson, "which makes it not the place in which to live, as was the case twenty-five years ago. There are three houses in the block under consideration that have been vacant almost three years each. Why haven't they been bought or occupied? Some people would probably point to the depression, but the real fact seems to be that people are living differently nowadays. They are giving up the big houses and going into apartments."

Mr. Henderson declared that from the Unitarian headquarters to Charles street there are thirty-five buildings, eighteen of which are used either for clubs, apartments, commercial or institutional purposes. He couldn't conceive of any type of business that would locate in this area that would be injurious if the petition was granted. He said that they would be high class shops similar to those on Newbury street. He would be the last man in the world to advocate anything that would change the character of Beacon Hill, he said, as he has 175 tenants in that area.

The hearing attracted a group of fifty or more of the leading residents of Beacon Hill and it was necessary to adjourn from the small Planning Board conference room to a much larger room upstairs. The petition will be vigorously fought by the Beacon Hill Association.

Three More Historic Sites to Be Marked

Decision finally made by Mayor Curley and the Commission on the Marking of Historical Sites will mean the placing of tablets during the year at three different locations.

At North End Park a tablet will mark the only remaining part of the original water front. Samuel de Champlain visited there July 16, 1605, and six pirates were hanged there at low water, June 30, 1707.

The tablet to be attached to the municipal building City square, Charlestown, will mark the site of the first court in Massachusetts and the third tablet, to be placed upon the Monks building at 35 Congress street, will commemorate the site of the old Quaker Meeting House which stood from 1709 to 1808. Behind the church was a burying ground from which in 1826 the bodies of seventy-two adults and thirty-nine children were moved to Lynn.

Elliott Henderson, filed the petition, asking that the district bounded by Beacon, Charles and Branch streets and the State House grounds, be changed from a residential zone to a local business zone. They were supported in their plea by William C. Codman, Simon Vorenberg and Lowell Blake.

In behalf of his petition Elliott Henderson told the board that traffic had changed the character of Beacon street, reducing its salable valuation for residences. Wealthy people were no longer living in large houses, he said, stating that they had gone to hotels and apartments.

Vacant Three Years

In the block of 35 buildings, he said, there were 18 clubs, apartment buildings, institutions and other commercial structures, and of the remainder three residential buildings had been vacant for three years.

Mr. Henderson declared that instead of "To Let" signs, beautiful antique shops, gown shops and high-class stores similar to those on Newbury street would be built on Beacon street, if the restrictions were lifted opposite the Common.

Cheap Store Invasion

Leading the opposition, President Romney Spring of the Beacon Hill Association declared that the entire block of 131,222 feet, represented property assessed at \$3,198,000. Those favoring the zoning change represented by 10 per cent of the value of the property and 11 per cent of the area. For this reason, he appealed to the zoning board to reject the petition.

Passage of the petition, he protested, would mean the invasion of Beacon street by cheap stores with gaudy signs. And he questioned where the stores would get patronage on the Hill. Erection of stores would deprive the buildings in the rear of light and air, congest traffic and form a fire hazard.

Dr. L. Vernon Briggs told the board that he owned two buildings on Beacon street and though the residential property pays for itself, the store building represents a loss of from \$5000 to \$8000 a year, he said, insisting that additional stores would not pay.

Other speakers against the proposal were City Councillor Laurence Curtis, 2d, Charles L. Burrell, Edward H. Eldredge, Mrs. Jennie Lottman Barron, representing the Women's Republican Club; Miss Marion C. Nichols, representing the Women's City Club; Thomas G. Frothingham, Francis B. Lothrop, Miss Francis C. Curtis, representing the Women's City Club, Arthur W. Wellington, Stephen Fairbanks and George Burrage.

Among the residents of the Hill who wrote letters of protest to the zoning board were Wilmot R. Evans, Mary Lee Ware, Dr. James P. White, Mrs. John F. Moore, Mrs. Frank W. Bird, William Sumner Appleton, Mrs. S. V. R. Crosby, Mr. and Mrs. Herbert A. Tucker, Talbot Aldrich, Florence Windom, Mrs. Francis A. Pierce, Miss H. G. Moseley, Evelyn Sears, Mrs. William H. Potter, Henry P. Kendall, Mrs. Henry B. Heard, Bernard J. Rothwell, Doris Russel Foote, Christian A. Herter, William W. Dewhurst, Mary Otis Porter, R. H. Stevenson, William F. Morgan, Caroline T. Derunell, G. E. Street, Stephen Fairbanks, Miss Harriet E. Johnson, Evelyn W. Curtis, Harold A. Pitman, George von L. Meyer, Mrs. William Lowell Putnam, Mrs. Lathrop Brown and W. D. Sohler, Jr.

OPPOSED TO CHANGE IN ZONE RULE

Beacon Hill Folk Do Not Want Shops Facing Common

Residents of Beacon Hill yesterday assembled at City Hall in a majority protest against a petition for the removal of zoning restrictions which would permit the erection of stores and shops along Beacon street facing the Common.

FIVE FAVOR, 36 OPPOSE

After a hearing lasting two hours, during which the remonstrants contended that a lifting of the restrictions would turn the fashionable row of buildings into shoe shine parlors and other shacks with garish red and yellow signs. Chairman Frederic H. Fay of the Board of Zoning Adjustment announced that the matter would be taken under advisement with a decision later.

On a show of hands, but five witnesses favored the removal of the present restrictions, while 36 opposed any change in the existing rules. In addition, 34 residents wrote in letters of protest against the change.

Character Changed

As owners of the building at 58 Beacon street, William F. Morgan and

Post

This experience has aided him greatly during the past year to pick plenty of lost hopes out of the arena in front of the 22-seated desk on School street and forge them into ordinances.

It was this ability to control a situation that might any minute get out from under control that caused the election of Joe McGrath on the first ballot. He had no opponent that counted. It was said around that Joe was the man selected to preside over the council this year and no one could think up any reason for voting against him. That is, no Democrat.

While Boston is formally non-partisan in its elections, party lines are actually rigidly drawn in the City Council.

"Nothing on Him"

His reputation is such that no one "has anything on him," he can talk logically and brilliantly; he is one of the best orators in local politics; he is kindly and friendly of disposition, a thing some other orators around town aren't. This seems a pitfall into which the brilliant young politician is most likely to stumble. He seems to think he must use satire and sarcasm to put over his measures—and finds himself in a short time with a fine collection of enemies.

This is not a failing of the new head of the Boston City Council.

The picture the administration can glance upon upstairs this year is much pleasanter than the one the former Mayor saw. During the Nichols administration, a measure was brought up there. He was licked only once for public office. That time by Frank B. Sullivan, who replaced him in the Council during the last two years of Mayor Nichols' administration. Joe McGrath came right back and licked Sullivan and after serving half his two-year term, is now president of that body.

A Young Man's Candidate

He's always been a "young man's" candidate. That is, he has kept in touch with the younger element in his district, knows what they want and has a faculty for getting it. Many of the improvements at Savin Hill Beach are traceable to President McGrath's efforts for his district.

He was graduated from the Edward Everett grammar school and Dorchester High School, and is a real estate appraiser by profession. He is married, his wife being the former Doris E. Pearson. They have one child.

HERALD 11/31

PLAN TO CELEBRATE WHITE WAY OPENING

Switch to Be Operated at Banquet of W. Roxbury Citizens

Transformation of Washington street, West Roxbury, from LaGrange street to the Dedham line, into a brilliant white way by the first lighting of new 1000-candlepower lamps tomorrow night, will be the occasion for a celebration of dedication by the Germantown Citizens Association of West Roxbury, which with the co-operation of local merchants has secured the new lighting system for this part of an important Boston-to-Providence artery.

The switch, which will throw on for the first time, will be operated from the speakers' table at a dinner given by the association in Fidelia hall, Rockland and Washington streets. A representative of Mayor Curley, whose identity has not yet been announced, will operate the switch. Simultaneously with the lighting of the street, miniature street lights and decorative effects inside the hall, arranged by Mrs. Rose Kern and Fritz Eberth, will be illuminated.

At the dinner, to be served at 7:30 P. M., a chorus of 60 voices selected from men of the Fidelia Musical Society Liederkrantz and the German Educational Society will be heard. Arthur L. Stanek will be toastmaster. Many city officials and representatives of West Roxbury organizations have been invited, and several will be called upon for brief addresses. Dancing will follow.

Post 11/31

FIRST LIGHTING OF WHITE WAY

West Roxbury to Celebrate Event Tomorrow

The new white way along Washington street, West Roxbury, will be formally lighted for the first time at an old-fashioned Dutch supper at Fidelia Hall, 9 Rockland street, West Roxbury, tomorrow night. A representative from Mayor Curley's office will throw the switch, starting a series of lights from La Grange street to the Dedham line along Washington street.

The supper is being sponsored by the Germantown Citizens' Association of West Roxbury, the organization which started the campaign for the new lighting system.

AMERICAN 11/231

BOSTON PARADE OF JOBLESS IS BANNED

Street Commissioner Refuses to Give a Permit for Big Demonstration Here

The unemployed will not be permitted to parade through the streets of Boston, Thomas J. Hurley, chairman of the Boston street commission, announced.

Hurley declined to issue a permit requested by Samuel Winn of the Boston Committee of Unemployed for a parade of the jobless from 22 Harrison ave. to City Hall next Monday afternoon.

Winn informed Hurley that the unemployed desired to march in a group to the City Council chamber and there demand that the councillors take steps to relieve suffering among those thrown out of work as a result of business depression.

"Such permits will not be issued by the street commission," Hurley said. "We cannot permit such parades through the streets of downtown Boston during business hours."

He also stated that another group of unemployed, who make their headquarters in Appleton st., South End, had indicated that they planned a march on City Hall. Should a permit for such a parade be requested it will be refused, he said.

Center St. Widening Hearing Postponed

Hearings on the proposed \$1,100,000 widening of Center st. have been postponed from tomorrow until January 21, because of the death of Mayor Curley's son, President Gaspar G. Bacon of the Senate announced today. A petition has been filed by President Bacon, Representative George A. Gilman and Mayor Curley to amend the Center st. act, so the widening will be a uniform 80 feet.



A pencil study of Joseph McGrath, new head of the City Council, drawn by Malenfant.

By Charles P. Haven

While his well-wishers circled around him in the City Council chamber in City Hall, last Monday, to congratulate him upon his election as president of that body, Councillor Joseph McGrath might have been heard to mumble to a friend:

"Yeh. The congratulations are fine. But I've got to ride herd on this outfit for a year. Heaven help me. I'll need it."

Then Joe pulled that million-dollar smile of his and grinned into the future. He realizes from a long legislative experience just what a job the president of the Boston City Council has on his hands.

And this time the job will be more than ordinarily difficult for Joe, in a manner of speaking, represents the administration in the Council; was, in a way, the administration's candidate. Therefore, Joe will be expected to keep the boys in order and keep the Council free of the scandals that once in a while break over its head.

Needs Many Virtues

To be a successful presiding officer of the Boston City Council is to

combine the virtues for which Job, Al Smith and a few other patient and politic men were famous. Joe McGrath, though still a young man, possesses these virtues and is expected to come through with flying colors.

Keeping the boys on an even keel is one of the most difficult parts of the president's job. Not experience, not length of service in legislative bodies, not years, not the wisdom that is supposed to come with those years—none of these things will prevent a speaker from "blowing up" when he gets excited while talking on his feet.

Veterans of long, bitter and continuous political fights will "blow up" as quickly as the youngest tyro in the political arena. Not long ago one of the eldest members of the Council, in point of service, did just that. In order to save him from himself, one of his confreres walked behind him and pulled his coat-tails and whispered:

"Sit down, for heaven's sake. And shut up. You're putting your foot in it."

"What Did I Say?"

The speaker sat down and the ques-

tion he asked his friend was:

"What did I say? What did I say?" Seemingly, when the vocal apparatus of the oldest-timer gets going in the legislative halls, it becomes automatic and self-propelling, with no control by the speaker.

So, keeping the boys' feet on the ground and the atmosphere of the Council serene is one of the jobs the new president finds on his hands.

Being elected president of the City Council makes the incumbent next ranking officer to the Mayor. In case the Mayor is absent from the city during week days, or if he should become incapacitated, the president of the City Council takes his place and is Acting Mayor.

Also, the head of the Council is a member of the board of trustees of the George Robert White \$7,000,000 fund, left for health purposes by the late soap manufacturer. This doesn't entail any great amount of work, however, for the manager of the fund, General Edward L. Logan, and his assistant, George F. Driscoll, take care of the administrative work of the office.

Also the Patronage

The patronage that goes with the office is supposed to mean probable re-election, in the case the incumbent comes back for more at the end of his term. The head of the Council has the appointment of the various committees, and places on these bodies are eagerly sought by his fellow members. They are handed out pretty much according to tradition, however, and cause very little friction or resentment from the younger men, who might think themselves slighted.

This looks like a decidedly harmonious year.

Mr. McGrath received his election on the first ballot, the vote being 16 to 6. This is the first time in many years that such harmony has existed in a council president's election. The year before last it was necessary to take 21 ballots before an election was achieved.

It seems almost a fatal job for an aspiring councillor to take. That is, if he has any ambition to be Mayor. Not that we want to believe that they are entirely out of the running, but of the last half-dozen heads of the council none of them have made it so far. You never can tell where the political lightning will strike, and I hasten to alibi any prophecy on this score.

No Blind Follower

Though apparently an administration candidate, Joe McGrath has not always been a Curley man. As a matter of fact, Joe McGrath has too much independence of spirit and too much mental and physical energy to be a blind follower of anyone. Joe is a dynamic fellow, with a fine and infectious smile, but one would hesitate to try to tell Joe to do anything that Joe thought was "out."

"He's had a lot of experience in legislative halls, more than 15 years of it on the Hill and in City Hall."

Curley Plan Would Boost Mass. Burden

Luce Says State Would Carry
Load for Less Industrious
States

By Oliver McKee, Jr.

Special to the Transcript:

Washington, Jan. 14—If the Federal Government accedes to the request of Mayor Curley's committee of mayors and selectmen, and provides for the dependents of families of honorably discharged veterans, Massachusetts would face an even greater burden than it now faces in carrying the load of States less thrifty and industrious. Such is the opinion expressed today by Congressman Robert Luce of Massachusetts. Luce expressed himself very emphatically on the proposition, saying it was peculiarly unfortunate that it should emanate at this time from Massachusetts, whose congressmen have been fighting all along the line the drive from the West and South to open up the Treasury for funds for relief work which ought to come from the States and local communities.

Encourages Treasury Raids

"Such a proposal, put forward by the Bay State," he declared, "would inevitably encourage Western and Southern States to make the same demands upon the Federal Treasury. The care of the families of these men has been a local responsibility for seventy years or so. By reason of our thrift and industry we are more exposed to these demands than States inferior in thrift and industry. The burden is one which Massachusetts herself ought to carry. If the Federal Government takes it over, then our burden in the future will be increased by a half or more."

Luce cited figures to illustrate his point. Massachusetts has about one-thirtieth of the population of the United States, and about one-thirtieth of the representatives in the House. In 1927, out of total income tax payments to the Federal Treasury of \$1,830,639,434, the Bay State paid \$42,949,866, or 5.29 per cent of the total. The Bay State's share of corporation taxes, and inheritance taxes run respectively somewhere around 4½ per cent and 3 ½ per cent of the total, again more than its proportionate share. Luce fears that the shifting of the burden of the veterans' families to the Federal Government will increase the contributions of the Bay State in Federal aid schemes to the less thrifty States.

Arkansas Gets Thrice What She Pays

Luce's statement coincided with an illuminating speech on the floor of the House by Ketcham of Michigan, who took occasion to answer criticisms from Arkansas that the Federal Government was not sufficiently liberal to that State. In 1930 the Federal Treasury received from Arkansas through internal revenue the sum of \$3,156,507, whereas the Federal Government expended in Arkansas \$9,043,156. "The balance is against the United States and in favor of the State

Arkansas," he said. "And that is by no means a complete picture of the splendid way in which the United States contributes to the State of Arkansas. Very substantial sums of Federal money are spent in that State for pensions to other than World War veterans, for flood relief, for hospitals, for park service, for public buildings and for other purposes. In view of the substantial interest of the United States in Arkansas, I sincerely hope that others of her statesmen may occasionally say a kind word for the United States and those in responsibility in its Government."

NEW "WHITE WAY" IN WEST ROXBURY

President Bacon of Senate
Turns Switch at Dinner

A new "white way," a mile and a quarter along Washington st, West Roxbury, from LaGrange st to the Dedham line, was put into operation last night when a switch was thrown at Fidelia Hall by Pres Gaspar G. Bacon of the State Senate at a dinner meeting and entertainment of the Germantown Citizens' Association of West Roxbury.

Merchants of the community have cooperated with the association in obtaining the street lighting, which consists of 79 lamps of 1000-candlepower placed at intervals of approximately 175 feet.

An old-fashioned Dutch supper was served at the dinner meeting, where Arthur L. Stanek was toastmaster. After the speaking program a chorus of 60 male voices of the Fidelia Musical Society, West Roxbury, Leiderkrantz and the German Educational Society was heard in a group of vocal selections. There was dancing for the rest of the evening.

Among those present were Congressman George Holden Tinkham, Public Works Commissioner Joseph Rourke, Traffic Commissioner Joseph A. Conry, Representative Harold T. Duffee, City Councillor Joseph P. Cox and Police Capt James E. Smith.

The officers of the association are William Agnew, president; Arthur L. Stanek, first vice president; Hans Christensen, second vice president; Alfred Leon, secretary; Eugene B. Corey, treasurer.

One of the features of the celebration was a special decorative lighting effect, which included miniature street lights turned on in conjunction with the highway lighting from the switch at the speakers' table. Mrs Rose Kern and Fritz Eberth, members of the association, were in charge of the interior lighting and decoration.

Committee in charge of the meeting, in addition to the officers and the executive committee of the association, consisted of William Thomas, George Scoff, Frank S. Goodwin, Toufich Mallof and Richard Cronin.

CALLS FOR INQUIRY ON AMBULANCE SERVICE

Council Asks City Hospital
Trustees to Act

Wilson Charges Delays of Hours In
Answering of Calls

The board of trustees of the Boston City Hospital was called upon yesterday in an order passed by the City Council to provide the fullest investigation of charges of alleged failure to provide City Hospital ambulances on emergency calls.

Last week Councilor Wilson offered an order which was passed calling for investigation of alleged failure to provide an ambulance in the case of Robert Barnes, 3 Kirkland st, South End. Yesterday Councilor Wilson cited alleged ambulance failure in the case of John Connolly of 449 Shawmut av. Failure to provide an ambulance between 10 a m and 6 p m was charged in the Barnes case and from 1:15 to 4 p m in the Connolly case. In the latter, it was said by Councilor Wilson that a private ambulance was provided at 4 p m.

Councilor Wilson said that his investigation resulted in his being informed by hospital employees that instead of three ambulances, the City Hospital needed eight or 10 machines. After adjournment of the Council meeting, Mr Wilson said that if a satisfactory investigation is not conducted by the hospital trustees he will introduce an order to have the City Council conduct an investigation.

Councilor Kelly's order that the City Council hold a public hearing on the proposed standardization of salaries of county employees, was referred to the Executive Committee.

Pres Joseph McGrath announced the following committees, designating the first-named member as chairman:

Executive—Gallagher, chairman, and entire membership.
Appropriations—Curtis, Cox, Arnold, Englert, Norton, Fitzgerald, Gallagher.
Claims—Bush, Donovan, Wilson, Fish, Kelly.
County Accounts—Fitzgerald, Curtis, Green, Power, Mahoney.
Finance—Bush, Green, Mahoney, Gleason, Hein, Murray, Donovan.
Inspection of Prisons—Gleason, Bush, Norton, Lynch, Mahoney.
Jitters—Murray, Cox, Gleason, Mahoney, Power.
Legislative Matters—Green, Donovan, Wilson, Gleason, Fitzgerald.
Ordinances—Hein, Curtis, Cox, Englert, Power, Arnold, Fitzgerald.
Parkman Fund—Wilson, Arnold, Murray, Curtis, Gleason.
Printing—Cox, Wilson, Green, Donovan, Gallagher.
Public Lands—Lynch, Englert, Fish, Green, Mahoney.
Rules—Donovan, Arnold, Gallagher, Fish, Lynch.
Soldiers' Relief—Norton, Lynch, Ruby, Hein, Dowd.
Parks and Playgrounds—Englert, Dowd, Hein, Ruby, Murray.
Public Safety—Lower, Fish, Kelly, Bush, Norton, Dowd, Cox.
Unclaimed Baggage—Ruby, Dowd, Kelly.
Hospitals—Arnold, Gallagher, Ruby, Curtis, Kelly.

TRANSCRIPT 1/12/31

NO NEW ENGLAND SHOW

[From the Fall River Herald-News]

After the hullabaloo that attended the announcement of plans for a great New England industrial exposition in Boston next summer the project has flopped. At a meeting of the directors of the enterprise recently held it was voted to abandon the idea. The expert promoter hired to drum up interest in the show admitted that outside of the city of Boston he had encountered a frost wherever he went to talk to manufacturers about taking space in the exposition buildings.

It is now agreed that the time is not favorable for an enterprise of the kind. In the first place it is not unnatural for depressed industries to hesitate to make the outlay essential to a good showing now, even though the effect might be expected to improve business.

Then again the big show idea is handicapped in a way by the interest aroused in the Tercentenary celebration of 1930. Had the exposition been decided upon at the time when the plan for celebrating the anniversary of the founding of Massachusetts was broached, it might possibly have "gone over."

In addition to these influences against the show is the skepticism in New England about the permanent value of world's fairs. The experience of other cities has not been reassuring, and the proposal to tempt similar fate in Boston found a good many people cold towards it.

Comment in Boston on abandoning the plan generally acknowledges the wisdom of the decision of the exposition directors to stop where they are. All agree that there is material in New England industries for an attractive exhibition, but that the project might better be taken up for consideration in the future when times are more prosperous, a conclusion that appears to be warranted by conditions.

Second Complaint Against Hospital

Councilor Robert Gardiner Wilson, Jr., again criticized the tardiness of the City Hospital ambulances in responding to calls, at the meeting of the City Council yesterday, when a second order, demanding an investigation by the hospital trustees, was passed.

Wilson declared that five calls were put in by a physician between 1.15 and 4 o'clock on a recent afternoon, and when the ambulance failed to appear, the patient was sent in a private ambulance to another hospital.

Wilson stated that hospital employees complained that there were only three ambulances at the hospital and that five or six more should be purchased.

At the hospital, it was explained that the trustees are investigating the two complaints and will make a report to the council latter.

Hearing on Centre Street Widening on Jan. 21

President Bacon of the Senate has postponed the hearings on the \$1,100,000 Center Street Widening bill from tomorrow until Jan. 21 because of the death in Mayor Curley's family. A petition has been filed by Senator Bacon, Representative George A. Gilman and Mayor Curley to amend the Center Street act, so that the widening will be a uniform eighty feet, cutting out the proposed 100-foot stretch.

RECORD 1/12/31

Reds Summon Idle to Storm Hub City Hall

Threats of giant mass meetings of the unemployed throughout the city and of a march of the jobless to City Hall are contained in "Red" circulars seized by police of a dozen stations yesterday.

Mass meetings of thousands of jobless are called for next Monday, in the South End, on Berkeley st., on Harrison ave., in the West End and Bowdoin sq.

As these meetings close, it is the plan that the jobless at each gathering shall fall in line and march on City Hall, converging at some central spot.

At City Hall a demand will be made to see the mayor or the city council and to confer with them concerning plans for the spending of the \$40,000,000 to be raised for unemployment relief in this city and State.

Police believe that the meetings and march on City Hall are being called under the auspices of nationwide Red organizations, and that jobless not only from Boston but from surrounding towns have been called upon to participate.

Thousands of the glaring yellow circulars were broadcast through the city yesterday, and samples of them were sent to all downtown police stations.

The time of the mass meetings and march of the jobless is kept a secret on the circulars which are signed by "W. B. Foster."

GLOBE 1/12/31 NO PERMIT FOR JOBLESS TO PARADE

Request for Next Monday's March Refused

The request signed by Samuel Winn of the Boston committee on unemployment, seeking a permit for a parade from Communist headquarters, 22 Harrison av. to City Hall, next Monday, has been turned down by the Board of Street Commissioners. A similar request for a parade permit on the same day from Appleton st. met the same fate.

The communications were sent to Mayor Curley and referred to the Street Commissioners. Chairman Thomas J. Hurley said that parade permits for the downtown section were banned because of the business district.

It was the intention of the sponsors of the parade to march to the City Council Chamber stage a demonstration, and demand relief for unemployment.

HERALD 1/13/31

ORGANIZE TO FIGHT TANKS IN E. BOSTON

Home Owners Determined to Protect District

More than 500 men and women, representing the home owners of East Boston, have joined in the formation of an organization known as the East Boston and Orient Heights Home Owners' Association, the purpose of which will be to fight the erection of tanks in the district.

A hearing on an application for the erection of a storage plant, recently filed, will be heard soon. The new association is made up of many prominent in the district. Members of the association feel that the building of any more tanks will not only cause a fire hazard, but will lower property valuation and cause residents to move.

John J. Corrigan was elected president. Michael C. Bellusci, interpreter of the East Boston court, was named secretary, and Charles Capillo, treasurer.

TRANSCRIPT 1/13/31 Favors Reorganization of Boston School Committee

Reorganization of the Boston School Committee so that it would be composed of three members, all of whom shall be residents of Boston for three years prior to their election, is provided in a bill filed yesterday with the clerk of the House of Representatives by Representative Patrick J. Welsh of Boston, on petition of James A. Watson. Under the bill the chairman would receive a salary of \$7500 and the other members \$5000 each.

Women, with certain special exceptions, would be made liable for jury service under a bill filed by Representative (Mrs.) Mary Livermore Barrows of Melrose. The petitioners are Mrs. Mary Tenney Healey, president of the Massachusetts League of Women Voters, and Mrs. Helen G. Rotch, first vice president. Mrs. Barrows is also a petitioner.

The bill provides that women with children under sixteen years of age, women nurses and women nursing sick members of their own families shall be exempt; all exemptions now applying to men would also apply to women.

A bill to abolish the Boston port authority and transfer its duties to the dock commissioner of Boston, was filed by Representative William P. Prendergast of Charlestown. Prendergast filed also a bill for a loan of \$50,000 outside the debt limit for construction of a highway from City square to Sullivan square, and a resolve for a special commission to study the feasibility of changing the location of the Elevated railway from Sullivan square to North Station.

REFUSE PERMIT FOR PARADE OF JOBLESS

Street Commission and Council Frown on Demonstration

Neither parades nor harangues about the necessity of providing relief for the unemployed will be tolerated at City Hall Monday.

The intention of groups who congregated in quarters at Harrison avenue, which the police regard as the meeting place of communists, to descend en masse upon the city council and demand the expenditure of huge sums for the relief of the unemployed has found no approval either the council or

the street commission to whom Mayor Curley's office transmitted a letter asking for a permit for a parade.

The specific purpose of the contemplated parade from Harrison avenue and of a similar procession from Appleton street, with prospects of a third from Staniford street in the West end, is to tell the city council that there is unemployment in Boston and that appropriations must be made to meet the situation.

The street commission announced yesterday that no parade permit will be granted. The decision was based on several reasons. The commissioners are opposed to parades without music, they are bound by a regulation which specifically eliminates parades from the retail trade district, and they are not in sympathy with the object of the parade which an alleged committee dealing with unemployment has planned.

It seemed yesterday that the police department would be asked to prevent the contemplated march upon City Hall from any of three directions from

which paraders say they intend to put in an appearance.

No trouble is expected because similar situations have existed quite frequently during the past year and with but one exception, the parades, which were conceived at the Harrison avenue gathering place, failed to materialize. In that case, the police broke up a demonstration outside the State House.

PRESENTS CURLEY'S PLAN FOR VETERANS

Delegation Confers with Congressmen at Capital

[From Herald Washington Bureau]

WASHINGTON, Jan. 13—A delegation representing Mayor Curley of Boston and the Mayors' Club of Massachusetts conferred today with members of the Massachusetts delegation in Congress in the interest of legislation benefiting needy veterans and their dependents, and at the same time relieving local communities of a growing burden of expense.

The Massachusetts congressmen avoided committing themselves as a group because of the general character of the legislation asked.

Congressman McCormack, however, expressed willingness to introduce the bills suggested by the visitors and there were expressions from other members of the delegation in support of the proposition.

Hale Power, assistant corporation counsel to the city of Boston, spoke in behalf of the proposed bills. Other representatives of Mayor Curley included Peter F. Tague, Joseph A. Conry, Jr., and John J. Lydon. Also present were Mayor Landers of Lawrence, Mass.; Richard M. Dowe, head of veterans' aid in Lawrence; Joseph Stack, who holds a similar position in Holyoke, and J. A. Sullivan, city clerk of Brockton.

The Boston delegation tomorrow will call upon the congressional committee on Mississippi flood control to present Mayor Curley's proposal for large scale development and control of the Mississippi river, as a measure for relieving unemployment. They will also confer with Senator Walsh in regard to drawing up legislation in line with Mayor Curley's suggestion for a federal industrial planning board, which by controlling the location and operation of manufacturing industries would serve to stabilize economic conditions.

Before the Curley emissaries leave for home, probably on Thursday, they plan also to visit Gen. Lytle Brown, chief of the army engineers, with a view to expediting river and harbor projects in Massachusetts.

URGE BILLS TO AID VETERANS

Mayor Curley Delegates to Congressmen

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Before they leave for home, probably Thursday, they plan also to visit General Lytle Brown, chief of the army engineers, with a view to expediting river and harbor projects in Massachusetts.

ACTION ON CURLEY'S BILLS IS POSTPONED

Out of deference to Mayor Curley's recent bereavement, the legislative committee on municipal finance has postponed the meeting it had scheduled for this morning at which several of the mayor's bills were to have been presented for consideration.

The committee on metropolitan affairs will conduct hearings this morning on several measures relating to the metropolitan district commission.

NO DOWNTOWN PARADE PERMIT

Request for March on City Hall Denied

Application for a permit for an unemployment parade next Monday through the downtown streets of the city to the City Council chamber at City Hall, was rejected yesterday by the board of street commissioners.

To demand the Council to supply jobs for the jobless, Samuel Winn filed with the Mayor's office an application for a parade permit from Communist headquarters at 22 Harrison avenue, to City Hall, for the demonstration.

When the matter was referred to Chairman Thomas J. Hurley of the Street Commission, he pointed out that under the rules no parades can be held downtown on business days. For the same reason the board rejected applications for parades from Appleton street and from Staniford street to City Hall. He stated that even during the tercentenary celebration the official parades were held uptown except on business holidays.

Post 1/15/31

RECORD 1/15/31

STRANDWAY FOR E. BOSTON

Curley Project Favored at Legislative Hearing

Strong support was given the bill of Mayor Curley before the legislative committee on metropolitan affairs yesterday that provides for the construction of a boulevard or strandway, similar to the one in South Boston, along the East Boston waterfront, running from World War Memorial Park to Belle Isle Inlet at Beachmont.

Many leading East Boston residents, legislators and others appeared to favor the proposal. There was no opposition to the measure. The project would cost, it is estimated, over \$1,000,000. Mayor Curley was represented by Samuel Silverman, corporation counsel.

Davis B. Keniston, chairman of the Metropolitan District Commission, gave assurance that the commission would be ready to start work at once if appropriations are made.

Foster Ridicules Mayor's Jobless Plans

Ridicule aimed at Mayor Curley's unemployment relief measures, but a comparatively peaceful speech addressed to some 500 people, mostly women, in the Ambassador's Palace, formerly the Scenic Temple, 12 Berkeley street, last night, was the sum total of the effect of the appearance in Boston of William Z. Foster, prominent labor agitator, to participate in the promised unemployment demonstration at City Hall.

Foster lampooned Mayor Curley's suggestion for a municipal miniature golf course to aid unemployment and placed it on a plane with what he said were some similarly ridiculous measures suggested in New York city by Mayor Walker. Without mention of the refused permit for a parade from the city authorities, Foster urged his listeners to march on City Hall by the "thousands and thousands" and create such a demonstration as will compel municipal attention.

TO PLACE WREATH ON FRANKLIN STATUE

President Joseph McGrath of the city council will make a brief address about Benjamin Franklin, when three East Boston schoolboys place a wreath, this morning, on the statue of Franklin at City Hall.

McGrath will also preside at a luncheon which Mayor Curley has arranged at the Parker House at 1 o'clock, Saturday, to Edward S. Matthias, commander-in-chief of the United Spanish War Veterans.

Unnecessary

For several reasons parades of the jobless are not helpful demonstrations in Boston. The street commissioners do well in announcing they will issue no permits for jobless parades to City Hall. The city authorities know, without a parade to demonstrate it, that there is unemployment. The State authorities know it. Work is being provided wherever possible. The argument for monetary relief will not be advanced by any street spectacle such as the applicants for parades have in mind. The psychological effect of jobless parades is harmful. While the problems of unemployment and of relief are not to be sidestepped, the parade method is not the answer.

FIN COM GETS MAYOR'S THANKS

Saved City \$300,000 Last Year, Curley Says

The Finance Commission, through its chairman, Frank A. Goodwin, was today thanked by Mayor Curley for suggestions, that according to the Mayor, resulted in reorganization in the corporation counsel's office, resulting in a saving of \$100,000 in settlement of claims, and \$200,000 in a checkup on street construction work.

Mayor Curley's letter to Chairman Goodwin follows:

"I am forwarding you herewith a copy of the annual message to the City Council, and beg to direct your attention to the report of the corporation counsel with reference to the savings effected in his department upon the matter of claims based upon alleged defects in the highways. This matter was directed to my attention by your commission early last year and as a consequence of reorganization of the system in the departments and in compliance with the recommendations made by your commission, it has been possible to effect the saving estimated at \$100,000 during the year 1930, in this particular activity of the city.

"I desire also to express my appreciation to the commission for the aid rendered the taxpayers in the matter of a constant and permanent check up upon street construction work. There is no method of determining the saving in this particular, but upon a street program of the magnitude of that conducted during 1930, it would not be unreasonable to estimate that the saving effected, through constant inspection and insistence upon an adherence to the contract specifications, would approximate in excess of \$200,000.

"The program for street construction during the year 1931 will, I anticipate, be equally as great as that which was conducted during 1930, and I am therefore desirous that the same cooperation which has been so helpful in 1930 in the matter of inspection of the work of inspectors and contractors, will continue during 1931."

CURLEY TO ASK \$3,975,000

Money Needed for City Improvements

Mayor Curley today held a conference with department heads, at which a list of permanent improvements were outlined, and the City Council will be asked to appropriate \$3,975,000, which will be obtained on loan orders inside the debt limit. The total incurring power, as estimated by the city auditor for 1931, is \$4,600,000. This is \$1,100,000 less than in 1930.

The Mayor estimates that of the proposed expenditures, 80 percent will go to labor. The projects planned are as follows:

Sewerage works, \$1,000,000; branch libraries, \$200,000; recreation building, Long Island, \$200,000; Castle Island and Marine Park improvements, \$200,000; two police stations, \$700,000; one fire station, \$350,000; City Hospital buildings, \$500,000; public golf course, \$275,000; Shawmut-av Bridge, \$75,000; Morton-st Bridge, \$175,000.

The loan orders will amount to \$3,675,000, and to this sum, said Mayor Curley, must be added \$300,000 for an order pending before the Council to be expended for a building for the Public Welfare Department, making a grand total of \$3,975,000. The balance available for emergencies represents the minimum amount, which in the Mayor's opinion should be held in reserve, and provided conditions warrant, made available for necessary public works at the close of the year 1931.

CURLEY APPROVES \$1500 MAJ GEN KNOX MEMORIAL

A memorial to Maj Gen Henry Knox, artillery General under Gen Washington, to be erected at a cost of \$1500 by the Committee on the Marking of Historical Sites, was approved by Mayor Curley today. It will probably be erected at the Roxbury Bluffs Fort.

Post 1/15/31

MAYOR AND ELY PRAISE AUTO SHOW

Call General Public's Attention to Its Value

Statements issued yesterday by Governor Ely and Mayor Curley called attention to the value to the general public of the 30th annual Boston Automobile Show which opens at 1 o'clock Saturday afternoon at the Mechanics building. Governor Ely called the show a milestone in business and industrial annals, while the greeting of Mayor Curley pointed out the service that the automobile has done in road improvement.

MARKS MILESTONE

The Governor's statement follows:

"The Boston Automobile Show always marks a milestone in our industrial and business annals, because of the pre-eminent position which transportation occupies in our daily lives and, further, because of the important relation which the manufacture, sale and servicing of automobiles bear toward industry as a whole.

"Few people realize how dominating the automobile has become in the business world. Recently some quite amazing statistics bearing upon this subject have been issued. For example, we are told that 18 per cent of the finished rolled steel and iron produced in the country is consumed in the making of cars, and steel has long been considered our basic industry. Even more remarkable is the fact that 84 per cent of all the rubber used goes into automobile tires. The list might be indefinitely extended, illustrating how dependent many other lines of business in this country have become upon the automobile industry.

Responsible for Road System

"Automobiles are responsible for our wonderful system of highways. Modern transportation would be inconceivable without them. They figure in the lives of our people as perhaps does no other invention. Hence the importance of this great exhibition which opens at Mechanics building on Saturday.

"The educational value of such an exhibition is very great. It presents a bird's-eye view of our greatest national industry, enabling the people to see at a glance, comparatively speaking, the whole year's achievement in this vital field of endeavor.

"I am confident that the forthcoming show of the Boston Automobile Dealers' Association will equal and even surpass that organization's previous efforts, and

I take pleasure in welcoming the exhibition as Governor of the Commonwealth. It has been said that a revival of normal automobile production will set the pace for the quickening of all industry. The success of the show, of which the management seems confident, may easily, therefore, prove a happy augury of improved conditions generally.

"JOSEPH B. ELY."

Curley Welcomes Show

Mayor Curley's greeting follows:

"The annual Automobile Show is again with us, and I hasten to welcome it and express the hope that it will turn out to be the most successful of the annual shows.

"When I think of the immense service that the automobile has done, particularly in the improvements of the roads, not only in Massachusetts but throughout the country and the world, my imagination staggers, and I wonder what good service it has in store for us in the future. Again, when I contemplate the comfort and happiness which the automobile gives to the ordinary man and family, I am constrained to compliment it for thus raising the average of human contentment. Since it first appeared there has been a constant improvement in the machine, and as a result, there has been such a change—and that for the better—in transportation, that the automobile may be said to have changed, within the short period of a generation, almost wholly the relationship existing between man and man in the social and in the business order.

"You can have no more successful convention than I wish you, and I hope as you look back upon the 30th annual convention, you will have such pleasant memories that you will be glad to come again soon to visit us. When you do, you may be sure the welcome will be as warm as that with which I now greet you.

JAMES M. CURLEY."

SILVERMAN DEFENDS BILL

Calls Luce's Argument on Pensions Unsound

Corporation Counsel Samuel Silverman last night branded as "unsound" the reported statement from Washington of Congressman Robert Luce alleging that Congressional adoption of Mayor Curley's soldiers' relief programme would place a greater burden on Massachusetts.

With the support of Bay State Mayors and selectmen, Mayor Curley sent to Washington a legislative bill providing for an increase in pensions for war veterans as well as funds for their widows and dependents so that they would not be obliged to appeal to their cities and towns for money to meet their needs.

In a report published here late yesterday, Congressman Luce was quoted as saying that "Massachusetts would face an even greater burden than it now faces in carrying the load of States less thrifty and industrious in the South and the West."

The Congressman presented figures showing the amount of federal taxes paid by various states in comparison with the amount of federal aid given those States, in an effort to show that Massachusetts and other industrious States bear the burden of their weaker sisters.

"It sounds to me as though the dry Congressman from Waltham is all wet in his argument," commented Silverman.

"The taxpayers of Massachusetts are now bearing the burden by paying out their hard cash for veterans who should be paid by the federal government. We are asking the federal government to assume this burden to relieve the Bay State cities and towns of this unjust system."

BUSY TIME FOR HUB DELEGATES

See Washington People on Proposed Bills

WASHINGTON, Jan. 14—Joseph A. Conry of Boston, who heads Mayor Curley's delegation now at the capital to press for congressional action on several subjects reported another busy day of visitations with Senators and members of the House. They will conclude their Washington visit tomorrow.

The Bay State visitors sent a telegraphic offer to go at once to Chicago to appear before a sub-committee of the House rivers and harbors committee, which has been holding hearings there this week on Mississippi flood control plans, but this offer was declined as the House committee closed its Chicago hearings today.

"We disposed yesterday of Mayor

Curley's project for contributions by the federal government to war veterans' aid now being extended by the municipalities throughout the land," said Mr. Conry.

"This afternoon we repaired to the headquarters of Major-General Brown, chief of the army engineers, to inform ourselves as to the present status of the plans for the Cape Cod Canal improvement project."

Ask Widening of River Street, Hyde Park

Widening of River street, Hyde Park, from 50 to 80 feet, between Cleary square and the Dedham line, was urged by residents and business leaders of the district at a public hearing yesterday before the Board of Street Commissioners at City Hall.

Leading the demand for the improvement, former City Councillor James A. "Jerry" Watson, appearing as chairman of the Hyde Park Board of Trade municipal committee, declared that it would solve the traffic congestion problem on the south shore route and would cost only about \$26,000. The board took the matter under advisement.

GLOBE 1/15/31

TRAVELER 1/15/31

Mayor Curley Comments on Great Change Which Auto Has Brought About

Mayor James M. Curley today issued the following statement in regard to the automobile show which opens here next Saturday.

"The annual automobile show is again with us, and I hasten to welcome it and express the hope that it will turn out to be the most successful of the annual shows."

"When I think of the immense service that the automobile has done, particularly in the improvements of the roads, not only in Massachusetts, but throughout the country and the world, my imagination staggers, and I wonder what good service it has in store for us in the future. Again, when I contemplate the comfort and happiness which the automobile gives to the ordinary man and family, I am constrained to compliment it for thus raising the average of human contentment."

"Since it first appeared there has been a constant improvement in the machine, and as a result there has been such a change—and that for the better—in transportation, that the automobile may be said to have changed, within the short period of a generation, almost wholly the relationship existing between man and man in the social and in the business order."

"You can have no more successful convention than I wish you, and I hope as you look back upon the 30th annual convention you will have such pleasant memories that you will be glad to come again soon to visit us. When you do, you may be sure the welcome will be as warm as that with which I now greet you."

Mass Meeting Called on Centre St. Widening

Jamaica Plain Board of Trade, Favoring Original Bill, Seeks to Line up Public Support for Measure at State House Hearing Jan. 21

The Jamaica Plain Board of Trade has called a mass meeting of all citizens of the district for next Monday night for the purpose of explaining present conditions relative to three bills pending in the Legislature providing

for the widening of Centre street. The meeting will be held in Fraternity hall on Seaverns avenue.

FOR ORIGINAL BILL

In making the announcement today, Frank Lennon of the board of trade said that the organization proposes in its advocacy of the project to adhere to the provisions of the bill which was considered by the Legislature last year rather than support the pending bills, which have been filed by Gaspar G. Bacon, president of the Senate; Mayor Curley and Representative George A. Gilman. A hearing on these bills is to be held next Wednesday at 10:30 in Room 433, State House.

Lennon today referred to the fight the board of trade had made to retain the escalators on the Elevated structure at Forest Hills, and said that, while the public utilities commission had announced no decision in the matter, the board expected that the escalators would be retained.

At the meeting Monday night the board of trade expects to have present Representatives Duffie, Gilman, White and Dolan, President Bacon and City Councilmen Cox and Murray.

FOR IMMEDIATE ACTION

The original bill in the Legislature last year provided for a fund of \$1,600,000 for the work. It called for a widening to 100 feet from the corner of Centre and May streets to Wells street and to 80 feet from Wells street to South street and the parkway. It was planned to have the street a continuation of the parkway and under the park department.

At a meeting last night the board of trade again indorsed the original bill, by unanimous vote. It hopes for quick passage so that work may be started immediately, thereby helping to relieve the unemployment situation. Guest speakers last night were Edward E. Williamson, superintendent of maintenance in the Boston fire department, who discussed the work of the department, and William H. O'Brien of the telephone division of the department of public utilities. Robert Waul, president of the board, presided.

O'Brien said that as the result of criticism of telephone service by a local paper, division inspectors had investigated and found that as far as service was concerned there was an almost unanimous expression by more than 200 business subscribers that service was good and that they had no fault to find with treatment accorded by the telephone commercial people of the Jamaica Plain district. "During the past year, with depression and hard times," he said, "the commission has assumed that the company would apply the rule of reason in its collection practices, recognizing the abnormal conditions, and the commission has shown that it is not

COMMISSIONER CORBETT IS CONFINED TO HIS HOME

Transit Commissioner Arthur B. Corbett is confined to his home with a severe attack of the grip. He was taken ill Saturday afternoon and his condition was such that his physician advised him to remain at home. It was stated last evening his condition was somewhat improved. Before being appointed Transit Commissioner Mr. Corbett served as secretary to Mayor Curley and represented the Mayor at many public gatherings.

COUNCIL RECEIVES REPORT ON AMBULANCE COMPLAINT

The City Council yesterday received the report of the trustees of the City Hospital who have been investigating the hospital's ambulance facilities. The inquiry came as a result of a demand by City Councillor Robert G. Wilson of Dorchester, following the death of a South End man while awaiting the arrival of an ambulance.

The report revealed that an ambulance was called at the time and sent within 10 minutes to 13 Kirkland st. No one at that address could tell the ambulance driver of Robert Barnes, supposedly ill there. Several hours later a woman called the hospital with the correct address, 3 Kirkland st.

Six machines are on call, the report states, and less than 18 calls are received for ambulance service each day. Facilities are adequate, the report says. The report was sent Mayor Curley, who had it forwarded to the City Council.

Governor and Mayor Endorse Auto Show

Both Governor Ely and Mayor Curley have endorsed the Boston Automobile Show which will be opened next Saturday afternoon in Mechanics Building. Governor Ely issued a statement in which he said:

"The Boston Automobile Show always marks a milestone in our industrial and business annals, because of the pre-eminent position which transportation occupies in our daily lives and, further, because of the important relation which the manufacture, sale and servicing of automobiles bear toward industry as a whole.

"Few people realize how dominating the automobile has become in the business world. Recently some quite amazing statistics bearing upon this subject have been issued. For example, we are told that 18 per cent of the finished rolled steel and iron produced in the country is consumed in the making of cars, and steel has long been considered our basic industry. Even more remarkable is the fact that 84 per cent of all the rubber used goes into automobile tires.

"Automobiles are responsible for our wonderful system of highways. Modern transportation would be inconceivable without them. They figure in the lives of our people as perhaps does no other invention. Hence the importance of this great exhibition which opens at Mechanics Building on Saturday.

"The educational value of such an exhibition is very great. It presents a bird's-eye view of our greatest national industry, enabling the people to see at a glance, comparatively speaking, the whole year's achievement in this vital field of endeavor.

"I am confident that the forthcoming show of the Boston Automobile Dealers' Association will equal and even surpass that organization's previous efforts, and I take pleasure in welcoming the exhibition as governor of the Commonwealth. It has been said that a revival of normal automobile production will set the pace for the quickening of all industry. The success of the show, of which the management seems confident, may easily, therefore, prove a happy augury of improved conditions generally.

"JOSEPH B. ELY"

Mayor Curley said.

"The annual Automobile Show is again with us, and I hasten to welcome it and express the hope that it will turn it to be the most successful of the annual shows.

"When I think of the immense service that the automobile has done, particularly in the improvements of the roads, not only in Massachusetts but throughout the country and the world, my imagination staggers, and I wonder what good service it has in store for us in the future. Again, when I contemplate the comfort and happiness which the automobile gives to the ordinary man and family, I am constrained to compliment it for thus raising the average of human contentment. Since it first appeared there has been a constant improvement in the machine, and as a result, there has been such a change—and that for the better—in transportation, that the automobile may be said to have changed, within the short period of a generation, almost wholly the relationship existing between man and man in the social and in the business order."

"JAMES M. CURLEY"

Wrong Address for Sick Call, Hospital Finds

Trustees Explain Councilor Wilson's Complaint — Ambulances Enough

In reply to the City Council's request for an investigation by the City Hospital trustees into the facts concerning a belated ambulance response for Robert Barnes, a South End sufferer, two weeks or more ago, a report was filed at City Hall today, explaining that the ambulance was delayed nearly four hours because of the giving of a wrong address.

It was ten minutes after the 2.05 P. M. call from Dr. Della Salla, that the ambulance left the City Hospital with a male nurse for 13 Kirkland street, the trustees report. The address had been checked by the telephone operator three times from the person who made the call, and in addition, information was secured that further directions could be obtained at a store at the corner of Kirkland street and Broadway.

"There was no person by the name of Robert Barnes at 13 Kirkland street, the report says. The nurse in charge immediately went to the corner store and also inquired of the neighbors without being able to locate Mr. Barnes. The nurse reported promptly that he could not find him. During the afternoon the hospital tried twice to reach Dr. Della Salla without success. Late in the afternoon an unknown woman telephoned that the correct address of Mr. Barnes was No. 3 Kirkland street, and at 5.45 o'clock an ambulance went to the corrected address. On arrival, Mr. Barnes was found to be dead.

"There are six ambulances available for calls. This number does not include one ambulance at East Boston and one at the Haymarket Square Relief Station. The hospital employs nineteen ambulance drivers covering twenty-four hours' service.

"The daily average of ambulance calls at the City Hospital is less than eighteen per day. With these infrequent calls it is a rare occasion when an ambulance is not in readiness when the call comes in; even if the ambulances are all out, the records show only a short period before the call is answered."

Last Monday, Councilor Wilson presented another similar case to the City Council, a patient by the name of John Connolly, living on Shawmut avenue, having waited several hours for a City Hospital ambulance, the councilor charged.

Calls Present Zoning Law Aid to Blackmail

Assistant Corporation Counsel Leo Schwartz Urges Curley Bill Proposing Change

Abuse of the Boston zoning law as a means of collecting "easy money" was attacked by Assistant Corporation Counsel Leo Schwartz, speaking today before the joint judiciary committee of the Legislature at the State House, at a hearing on a bill sponsored by Mayor Curley to change the present legal proceedings under the zoning law. The mayor proposes to give authority to the courts, in certiorari proceedings brought as appeals from decisions of zoning appeal board, to require the petitioner to furnish a bond for the purpose of indemnifying the owners of premises in whose favor the decision of the board was made, to assure against loss and damage caused by the proceedings. The court would be empowered to fix the amount of the bond.

The purpose of the proposed legislation, Mr. Schwartz declared, is to prevent legalized blackmail which goes on as a "racket" for collecting money from people who want to erect buildings. He cited several cases in which the law was taken advantage of, payments as high as \$10,000 being made to induce the abandonment of law suits.

"When certiorari proceedings are brought, the court would determine if the petitioner has sufficient grounds for filing the petition and if not would require him to file a bond," said Mr. Schwartz. "There is nothing unfair about that. Why shouldn't the person be protected?"

The present law has been responsible, Counsel Schwartz said, for holding up a great deal of prospective construction. He said eight certiorari proceedings were brought since the matter was last considered by the Legislature, replying to a question by Representative A. B. Casson of Roxbury. Mr. Schwartz said he did not agree with the Legislature in contending that the number of proceedings failed to demonstrate a necessity for the legislation. The eight proceedings mentioned involved millions of dollars, he told the committee, but "even if there were only one case, the principle is still there and there is a need for correction."

Prospective builders are afraid to go ahead with their work because of the introduction of certiorari proceedings, said the city's representative. He added that in this connection work is being delayed until there is a decision on the proceedings.

Richard W. Hale of Boston favored the mayor's bill, declaring legislation is needed to "separate the sheep from the goats." Mr. Hale referred to those making use of the loophole in the present law as "blackmailers in the wrong," and said the consequent holding up of construction was delaying the progress and development of the city. He cited specific cases similar to those mentioned by Mr. Schwartz and told of the courteous manner in which the attorneys for such "blackmailers" usually approach a man who is going to build, asking merely "How much is it worth?" Another speaker favoring the mayor's bill was Frank Brewster of Boston.

CURLEY MOVE TO AID VETERANS IS URGED

Representatives of Mayor
Call on Congressmen

McCormack Ready to Offer Bills—
Party to Meet Walsh and Brown

Special Dispatch to the Globe

WASHINGTON, Jan 13—A delegation representing Mayor Curley and the Mayors' Club of Massachusetts conferred today with members of the Massachusetts delegation in Congress in the interest of legislation benefiting needy veterans and their dependents and at the same time relieving local communities of a growing burden of expense.

The Massachusetts Congressmen avoided committing themselves as a group because of the general character of the legislation asked.

Congressman John W. McCormack, however, expressed willingness to introduce the bills suggested by the visitors and there were expressions from other members of the delegation in support of the propositions.

Hale Power, assistant corporation counsel for the city of Boston, spoke in behalf of the proposed bills. Other representatives of Mayor Curley included Peter F. Tague, Joseph A. Conry Jr., John J. Lydon. Also present were Mayor Michael A. Landers of Lawrence, Richard M. Dowe, head of veterans' aid in Lawrence; Joseph Stack who holds a similar position in Holyoke, and J. A. Sullivan, city clerk of Brockton.

The Boston delegation tomorrow will call upon the Congressional Committee on Mississippi Flood Control to present Mayor Curley's proposal for large-scale development and control of the Mississippi River as a measure for relieving unemployment. They will also confer with Senator Walsh in regard to drawing up legislation in line with Mayor Curley's suggestion for a Federal Planning Board, which by controlling the location and operation of major industries would serve to stabilize economic conditions.

Before the representatives of Mayor Curley leave for home, probably on Thursday, they plan also to visit Gen. Lytle Brown, chief of the Army Engineers, with a view to expediting river and harbor projects in Massachusetts.

EAST BOSTON SHORE BOULEVARD FAVORED

Improvement to Cost \$1,600,000
Hearings on 15 Metropolitan
District Projects

The Legislative Committee on Metropolitan Affairs went to work in earnest yesterday. It sat both morning and afternoon and finished its hearings on some 15 bills which had to do with highways, bridges and real estate improvement in the Metropolitan District.

Perhaps the most important of these measures provides for the expenditure of \$1,600,000 to construct a boulevard extending along the East Boston waterfront from a point near World War Memorial Park, alongside the tracks of the Narrow Gauge Railroad, to a point at or near the Winthrop Bridge over Belle Isle Inlet.

Mayor Curley in Favor

Mayor Curley of Boston and the Metropolitan District Commission favor the project. Corporation Counsel Samuel Silverman of Boston said the waterfront in East Boston should be improved as it had been in South Boston; that the proposed improvement would be of great benefit and also give employment, since the Metropolitan District Commission would be ready to proceed at once.

Davis B. Keniston, chairman of the commission, said the work could be started "reasonably soon." Representatives William H. Hearn, William H. Barker and Alexander Sullivan, City Councillor Timothy F. Donovan and other East Boston citizens favored it.

Reason for Delay

Chairman Keniston in answer to questions of Representative Hearn and others of the committee as to the reason for the delay in the development of the Charles River Basin, said the cost of the project had been much more than was anticipated. The matter came up in connection with a bill of Representative Arnold Leonard of Watertown for the construction by the commission of a parkway from Nonantum road, Newton, to Galen st, Watertown.

Representative Hearn said he would like to know why some of the work on the Charles River Basin had not been started and Mr Keniston said the commission did not wish to take any action which would involve the finances of the State in view of the fact that sufficient funds were not available.

Mr Keniston told Representative Hearn that the \$1,000,000 gift of Mrs Storrow had been paid over as well as the assessments. He maintained there was many things to be considered in connection with the project.

"Well, if there have been many things for you to consider you have had two years in which to do the considering," was Representative Hearn's closing remark.

CENTER-ST BILLS HIT AT BOARD'S MEETING

Jamaica Plain Organization
May Back First Plan

The lack of activity of both the city and State Governments was criticised last night at a meeting of the Jamaica Plain Board of Trade in which the Center-st widening in Jamaica Plain and West Roxbury was the point of discussion. The meeting was held at Fraternity Hall.

All three bills pending relative to the widening and construction of the thoroughfare were severely criticised, with the opinion expressed that the local trade board will not support any of the bills and will appear at the public hearing to be held at the State House on Wednesday morning at 10:30 to support unanimously the original bill, which calls for a 100-foot roadway from May st to Weld st and an 80-foot roadway from Weld st to Scout st.

The board voted to hold a public meeting Monday evening in Fraternity Hall, when the three bills will be explained in detail.

Following the debate on the Center-st issue, Edward E. Williamson, superintendent of maintenance of the Boston Fire Department, was introduced as the representative of Fire Commissioner Edward F. McLaughlin, who is at St Louis.

The fire official paid a tribute to Commissioner McLaughlin by stating in his 25 years of service to the city of the Boston Fire Department the present commissioner was one of the most humane and efficient fire heads he had ever served under.

William O'Brien, Public Utilities Commissioner, answered the criticism of a local paper relative to the telephone service in the Jamaica Plain District. He told of a survey by district inspectors, which will continue for the next several weeks, when he will appear before the board to present facts of the situation. He congratulated the local board for its interest in such matters. Where criticism was made, he thought it should be brought forward.

TRAVELER 1/16/30

MAYOR CURLEY BACK AT OFFICE

Presents Bill to Legisla- ture Providing for Greater Boston

Mayor Curley returned to his office today and plunged into his work as chief magistrate of the city. He filed several bills with the Legislature, one providing for a Greater Boston. The bill is the first definite step toward a metropolitan Boston.

The bill provides that the cities and towns comprising the metropolitan water, sewer and park districts shall be included in a corporate body, to be managed by the mayors of the cities and the chairmen of the selectmen of the towns in the district, with the mayor of the city of Boston as chairman.

Also that the city of Boston shall furnish office space and a suitable place for meetings, and shall assume to the extent of \$5000 the necessary expenses of the corporation.

The authority of the corporation would be limited to the suppression of crime, fire protection, public health, traffic control and taxation. One of the purposes would be to make annual recommendations in the form of legislative bills to meet what the governing board considers to be the needs of Greater Boston.

Provision is made for the consolidation of two or more municipalities by majority vote at state elections, and for the drafting by a specially created commission of a charter for the consolidated municipalities.

The bill follows to some extent the bill which the commission headed by Prof. Joseph H. Beale of Harvard is to present to the Legislature, but is far less drastic in its provisions.

HERALD 1/17/31

CURLEY ASKS \$1,000,000 FOR SEWERAGE SYSTEM

The Germantown district of West Roxbury will have a modern sewerage system if the Legislature grants authority, asked by Mayor Curley, yesterday, to borrow \$1,000,000 outside the debt limit for such a purpose.

In Germantown, the antiquated system is still in use and Mayor Curley is jealous of providing proper sewerage in spite of the fact that the cost, because of the rock formation of the district, is bound to be very large.

Since \$100,000 was expended during the mayor's previous administration for short stretches of sewers in Germantown, nothing has been done, although the Legislature empowered the city in 1923, to build an outlet in Dedham.

HERALD 1/17/30

MAYOR OPPOSES WARD BUILDINGS

Decrease of \$1,100,000 in Borrowing Capacity Limits Projects

EXPENDITURE WOULD TOTAL \$3,975,000

Opposition to the erection of municipal buildings in the wards was expressed by Mayor Curley yesterday, in connection of a construction program to be financed within the debt limit, which entails the expenditure of \$3,975,000.

A decrease of \$1,100,000 in the borrowing capacity, as compared with that of 1930, has forced the elimination of projects which would probably have been recommended otherwise to the city council this year.

80 P. C. FOR LABOR

The program, in the mayor's opinion, assures the expenditure of approximately 80 per cent. of the total for labor. The projects follow:

Sewers, \$1,000,000; two police stations, \$700,000; fire station, \$350,000; completion of West Roxbury golf course, \$275,000; buildings at City Hospital, \$500,000; two branch libraries, \$200,000; recreation building at Long Island Hospital, \$200,000; roadway and automobile park at Castle Island, \$200,000; Shawmut avenue bridge, \$75,000; Morton street bridge, \$175,000; Public Welfare department building, \$300,000.

The projects would require \$3,975,000 of a borrowing capacity of \$4,600,000. The balance will be held in reserve for emergencies, but Mayor Curley entertains the belief that it will be possible to allocate it for necessary public works toward the end of the year.

The loan orders will reach the city council Monday and the mayor will ask for speedy action in order that an early start can be made on every project. The new police stations will result in a consolidation of the Hanover street and Joy street divisions and of the Lagrange street and East Dedham street divisions. No sites have been recommended by Police Commissioner Hultman.

NEW FIRE STATION

Fire Commissioner McLaughlin asked for funds for the erection of two new stations, but the mayor was forced to urge the postponement of one project until next year. The commissioner has recommended that a new station be erected in South Boston, where a consolidation is planned for the purpose of providing better protection to the district adjacent to Marine park.

The mayor plans to build a 100-foot roadway to Castle Island, with 10-foot sidewalks, and to make provision for the parking of 1000 automobiles at the island.

Erection of a new bridge over the

railroad at Morton street will eliminate the bottle-neck which was created when the state laid out a street 80 feet wide without increasing the width of the bridge from 50 feet.

In response to the suggestion that councilmen will ask for appropriations for municipal buildings, Mayor Curley made known that he will not look with favor on such proposals, but that when funds are available, he will be agreeable to the erection of municipal bathhouses in the lodging house districts of the South, east and North ends.

The municipal buildings which are now maintained do not attract sufficient people to take advantage of recreational facilities, in the mayor's opinion. Park Commissioner Long has checked the attendance at municipal buildings over a period of several years and he confirmed, yesterday, the statement of the mayor, that outside the organized athletic groups, the average daily attendance is not in excess of 30 persons.

"There is need of bathhouses," said the mayor. "The Dover street bath is constantly used and I should like to establish bathhouses in the thickly populated lodging house districts."

CURLEY MOVES FOR TAXICAB CONTROL

Bill Would Transfer Powers Of Police Head

Transfer of the powers and duties of the Boston police commissioner concerning the issue of taxicab stands and licenses to the city's traffic commissioner, is sought by Mayor Curley in a bill filed with the clerk of the House yesterday.

An investigation by a special commission of the "labor policies and activities" of the New England Telephone and Telegraph Company to "ascertain whether such activities and policies are in the public interest," is the purpose of a bill filed yesterday with the clerk of the House of Representatives by Representative John P. Connolly of Roxbury in behalf of Harry P. Grages, secretary of the Boston Central Labor Union.

The bill is a direct result of the telephone company's recent discharge of Miss Margaret I. Connolly, a former telephone operator at the Liberty exchange and treasurer of the Boston Central Labor Union, because of her signature to a legislative petition seeking reduction of telephone rates.

Mayor Joseph N. Carrière of Fitchburg, through his bill filed by Representative Louis N. DesChenes of that city, would have a board of municipal information created within the state department of corporations and taxation, for the compilation and distribution of information to municipalities, the members to be elected at a meeting of mayors and selectmen, respectively of the cities and towns of the state.

Curley Files New Plan for Greater City

**Mild Measure for Federation
Precedes Prof. Beale's
More Drastic Bill**

No Loss of Entities

**Mayor Would Set Up Corporate
Board as Entering Wedge
for Consolidation**

By Forrest P. Hull

What is regarded by the city administration as one of the mildest and least offensive Greater Boston bills ever submitted to the Legislature is that which Mayor Curley is filing late today, as drafted by Corporation Counsel Samuel Silverman. The bill seeks a federation of municipal interests among the cities and towns comprising the Metropolitan water, sewer and park districts and sets up a corporate board comprising the mayors and chairmen of the boards of selectmen, the mayor of Boston to be chairman.

Under this measure none of the cities and towns of the district would lose its corporate entity. Actual consolidation of one or more municipalities would follow the recommendation of the board and the vote of the people concerned, decision to be made on majority vote. The bill, in the words of the mayor, is merely entering wedge for the creation of a consolidation of two or more municipalities. Greater Boston, lacking every element of coercion and simply setting up the framework for more comprehensive action.

It was learned today that Professor Joseph H. Beale of the Harvard Law School is drafting a more drastic measure as the result of his study in London last summer. He was appointed chairman of a Greater Boston committee by Mayor Curley early last year, and it was on Jan. 23, 1929, that he enumerated the problems to be considered at the dinner of the Massachusetts Real Estate Exchange held at the Hotel Statler.

The mayor drafted his measure after consultation with Professor Beale a few weeks ago and said today that with two measures before the Legislature seeking to establish a Greater Boston of 2,000,000 population, and a more lively public sentiment for consolidation than he had ever known before, definite action would seem a reasonable assurance.

Board Will Control

Under the terms of the mayor's bill creating a municipal corporation known as Greater Boston and operated by a board representative of each city and town, provision is made that the board

shall meet within ninety days after the effective date of the act, at an hour and place designated by the mayor of Boston, who shall be the chairman. The board is required to meet at such times as it shall determine, but at least four times a year, and shall elect from its members, in addition to the chairman, a vice chairman, treasurer and clerk, and may employ the services of such persons as it deems necessary and fix their compensation.

The city of Boston is required, at its own expense, to furnish office space and a suitable place for meetings and shall pay over to the treasurer of this governing board the sum of \$5000 to defray the necessary expense of the corporation. Hereafter, the treasurer is required to prepare an estimate of expenditures which shall be approved by the chairman, and the treasurer shall apportion and assess said amount of expenditure upon the cities and towns comprising the corporation, on the basis of valuation in each city and town as determined by the commissioner of taxation for the assessment of such taxes.

The governing board is authorized to make such rules and regulations regarding its conduct as it deems necessary and shall have a corporate seal. The duties and powers of the governing board of the greater city are as follows: It shall consider the various problems relating to crime, disease, fire, traffic, taxation, and all other problems which affect or pertain to the municipality included in the corporation; how such problems may best be solved; and ways and means of developing and improving the economic and financial and industrial welfare of the cities and towns included in the corporation; and shall each year make a report to the General Court by filing the same with the clerk of the House of Representatives on or before Dec. 15 of each year, with such recommendations and drafts of proposed legislation as said governing board may deem proper and advisable, together with recommendations of any proposed changes in the charter or laws pertaining to any city or town in the corporation.

For Consolidation

Provision is made that if, at any time, the governing board of the Greater Boston submits a recommendation for the consolidation of two or more municipalities included in the corporation, the question shall be submitted to the voters in each of the municipalities proposed to be consolidated at the next State election, and if a majority of the voters in each said municipality proposed to be consolidated, shall vote in favor of such consolidation, the said municipality shall thereby be consolidated, but shall continue as a separate municipality until the enactment of a charter for the consolidated municipality.

Immediately after the vote is announced, if in favor of consolidation, a charter commission consisting of three persons from each municipality to be consolidated, shall be forthwith appointed by the mayor of the city and the board of selectmen of the town, who have voted for such consolidation, and which commission shall prepare a draft of a charter for the consolidated municipality, which shall be submitted to the Legislature by filing the same with the clerk of the House of Representatives on or before Dec. 15 in the year in which the charter commission is appointed, or at such earlier date as may be determined by the charter commission, for legislative approval. Such municipalities shall be consolidated as one municipality as of Jan. 1 of the year following the approval of the charter.

Would Give Traffic Head Control Over Jay Walker

Mayor Curley, in addition to his Greater Boston bill, filed six other measures today, one of them seeking to give the traffic commissioner authority to make rules with relation to pedestrian traffic as well as for vehicular traffic.

Another bill would eliminate the appropriation by the school committee of five cents on each \$1000 of valuation for the purpose of adding to the permanent teachers' pension fund. The financial condition of the pension fund is such that no further contributions need be made to it. This would save the city approximately \$100,000.

Another bill authorizes the School Committee to receive and hold bequests in trust for the purchase of books, pictures and other educational material, and for shoes and assistance generally to needy pupils.

A bill giving the fire commissioner of Boston the powers and duties of the fire marshal with reference to the investigation of suspicious fires occurring in the city of Boston and the prosecution of those criminally responsible, has long been in the mayor's mind. At the present time the fire commissioner merely has the power to investigate and report to the fire marshal.

There is also a bill giving the City Council and the Mayor the right to fix the time for the opening of the polls on election day, and a bill giving the building commissioner of Boston power to require the installation of automatic sprinklers in second and third-class buildings now existing and hereafter erected.

CURLEY FILES BILLS AFFECTING CITY

One Would Stop Payments to Teachers' Fund

Among the bills affecting the city of Boston which were filed with the Legislature today by Mayor Curley is one which provides for the elimination of further appropriations by the school committee of five cents on each \$1000 valuation for the permanent teachers' pension fund. The condition of the fund now is such that no further contributions are necessary.

Also a bill to give to the traffic commissioner authority to make rules and regulations with relation to pedestrians; to the fire commissioner the powers and duties of the fire marshal with reference to investigations of fires of suspicious origin; to the mayor and city council the right to fix a time for opening of the polls on election day later than 6 A. M.

GLOBE 1/16/31

CURLEY'S PLAN IN LEGISLATURE

Calls for a Metropolitan System of Planning

Corporation Counsel Samuel Silverman will file today with the Legislature a bill for a Greater Boston which, in the opinion of Mayor Curley, will afford an opportunity to get the commercial and industrial advantage of a greater city without loss of any sovereignty.

Mayor Curley at his office in City Hall today said that the bill calls for a Metropolitan district system of planning. The bill would create a municipal corporation known as Greater Boston, to be managed by a governing board of Mayors of cities, Selectmen, and the Mayor of Boston to be chairman. It includes a cooperative water, sewer and park district and will consider crime, disease, fire, traffic, taxation and other problems.

The bill, as well as others sponsored by Mayor Curley, filed today, are:

A bill creating a municipal corporation known as Greater Boston. This bill in substance provides that the cities and towns comprising the Metropolitan Water, Sewer and Park Districts shall be included in a body corporate to be known as Greater Boston.

The corporation would be managed by a governing board composed of the Mayors of the cities and the chairmen of the Board of Selectmen of the towns included within the district. Provision is made that this board shall meet within 90 days after the effective date of the act, at an hour and place designated by the Mayor of Boston, who shall be the chairman of the board. The board is required to meet at such time as it shall determine, but at least four times a year, and shall elect from its members, in addition to the chairman, a vice chairman, treasurer and clerk, and may employ the services of such persons as it deems necessary and fix their compensation.

Duties and Powers

The city of Boston is required, at its own expense, to furnish office space and a suitable place for meetings and shall pay over to the treasurer of this governing board the sum of \$5000 to defray the necessary expense of the corporation. Thereafter the treasurer is required to prepare an estimate of expenditures, which shall be approved by the chairman, and the treasurer shall apportion and assess said amount of expenditure upon the cities and towns comprising the corporation, on the basis of valuation in each city and town as determined by the Commissioner of Taxation for the assessment of such taxes.

The governing board is authorized to make such rules and regulations regarding its conduct as it deems necessary, and shall have a corporate seal. The duties and powers of the governing board of the greater city are as follows: It shall consider the various problems relating to crime, disease, fire, traffic, taxation and all other problems which effect or pertain to the municipality included in the corporation; how such problems may best be solved, and ways and means of developing and improving the economic and financial and industrial wel-

fare of the cities and towns included in the corporation, and shall each year make a report to the General Court by filing the same with the clerk of the House of Representatives on or before Dec 15 of each year, with such recommendations and drafts of proposed legislation as said governing board may deem proper and advisable, together with recommendations of any proposed changes in the charter or laws pertaining to any city or town in the corporation.

Consolidation Provision

Further provision is made that if, at any time, the governing board of Greater Boston submits a recommendation for the consolidation of two or more municipalities included in the corporation, said question of consolidation shall be submitted to the voters in each of the municipalities proposed to be consolidated at the next State election, and if a majority of the voters in each of said municipalities proposed to be consolidated, shall vote in favor of such consolidation, the said municipality shall thereby be consolidated, but shall continue as a separate municipality until the enactment of a charter for the consolidated municipality.

Immediately after the vote is announced, if in favor of consolidation, a charter commission consisting of three persons from each municipality to be consolidated, shall be forthwith appointed by the Mayor of the city and the Board of Selectmen of the town, who have voted for such consolidation, and which commission shall prepare a draft of a charter for the consolidated municipality, which draft shall be submitted to the Legislature by filing the same with the clerk of the House of Representatives on or before Dec 15 in the year in which the charter commission is appointed, or at such earlier date as may be determined by the charter commission, for Legislative approval. Such municipalities shall be consolidated as one municipality as of Jan 1 of the year following the approval of the charter by the Legislature.

Other Bills

A bill eliminating the appropriation by the School Committee of five cents on each \$1000 of valuation for the purpose of adding to the permanent teachers' pension fund. The financial condition of the pension fund is such that no further contributions need be made to it. In the event that there should be any deficit the city can always meet the terms of the bill, making good such deficit out of the tax levy. This will save the city approximately \$100,000.

A bill seeking to give the Traffic Commissioner authority to make rules and regulations with relation to pedestrian traffic as well as for vehicular traffic. At the present time the Traffic Commissioner is confined to the regulation of vehicular traffic alone.

A bill authorizing the School Committee to receive and hold bequests in trust for the following purposes: For the purchase of books, pictures and other educational material, and for shoes and assistance generally to needy pupils in the schools. From time to time people are disposed to create the School Committee as trustees for these purposes and there is no authority in the law at this time which permits the School Committee to act as trustee for these purposes.

A bill giving the Fire Commissioner of the city of Boston the powers and duties of the fire marshal, with reference to the investigation of suspicious fires in the city of Boston and the prosecution of those criminally responsible.

Commissioner merely has the power to investigate and report to the fire marshal. It is proposed to permit the Fire Commissioner to carry his investigation to a final conclusion.

A bill giving the City Council and the Mayor the right to fix the time for the opening of the polls on election day. At the present time the law requires the polls to open at 6 a. m. It is proposed to leave it discretionary with the City Government as to just what hour the polls shall open in the morning.

A bill giving the Building Commissioner of the city of Boston power to require the installation of automatic sprinklers in second and third-class buildings now existing and hereafter erected. The purpose of this bill is to afford greater power to the Building Commissioner, to prevent incendiarism, and better protection to lives.

TRAVELER 1/16/31

\$3,975,000 FOR HUB PROJECTS

Mayor Curley to Spend Sum on Permanent Improvements

Mayor Curley, after a conference today with department heads, announced a list of permanent improvements for which he will ask the city council on \$3,975,000.

The money is to be obtained by loan orders inside the debt limit and uses all but \$625,000 of the borrowing capacity of the city of \$4,600,000 for the entire year. The borrowing capacity this year is \$1,100,000 less than in 1930.

In each of the projects, the mayor plans, 80 per cent. of the amount appropriated will be expended for labor.

The projects proposed by Mayor Curley are as follows:

Sewers, \$1,000,000; two police stations, consolidating stations 1 and 3 and stations 4 and 5, \$700,000; one fire station, tentatively intended for South Boston in the vicinity of Marine Park, \$350,000; City Hospital building construction, \$500,000; two branch libraries, \$200,000; recreation building, Long Island Hospital, \$200,000; 100-foot roadway to Castle Island and a park for 1000 automobiles, \$200,000; completion of the West Roxbury golf course, \$275,000; public welfare department building, \$300,000; new Morton street bridge \$175,000, and new Shawmut avenue bridge, \$75,000.

In addition the mayor today filed in the Legislature a bill asking authority to borrow \$1,000,000 outside the debt limit to provide for a modern sewerage system in the Germantown section of West Roxbury.

WANTS BOARD TO GOVERN NEW CITY

Idea Creates Metropolis From
Whole Area; Expenses
Also Provided For

With a new plan for a Greater Boston, Mayor Curley returned to his desk at City Hall today.

His first act on picking up the reins on the city was to authorize Corporation Counsel Samuel Silverman to file with the Legislature a bill creating a municipal corporation to be known as Greater Boston.

Under the incorporation terms the cities and towns comprising the Metropolitan water, sewer and park districts would be included in a body corporate to bear the new designation "Great Boston."

BOARD TO GOVERN

Greater Boston then would be managed by a governing board composed of the mayors of the cities and the chairman of the boards of selectmen of towns, with the City of Boston footing the bills for office expenses of the corporation.

For initial expenses of hiring and staffing a suitable office, the City of Boston would turn over, immediately after incorporation, the sum of \$5000 to the Greater Boston treasurer.

The mayor summarized details of his bill as follows:

"Provision is made that this board shall meet within 90 days after the effective date of the act, at an hour and place designated by the mayor of Boston, who shall be the chairman of the board. The board is required to meet at such times as it shall determine, but at least four times a year, and shall elect from its members, in addition to the chairman, a vice-chairman, treasurer and clerk, and may employ the services of such persons as it deems necessary to fix their compensation.

EXPENSES PROVIDED

"The City of Boston is required, at its own expense, to furnish office space and a suitable place for meetings and shall pay over to the treasurer of this governing board the sum of \$5000 to defray the necessary expense of the corporation.

"Thereafter the treasurer is required to prepare an estimate of expenditures which shall be approved by the chairman and the

treasurer shall apportion and assess said amount of expenditure upon the cities and towns comprising the corporation, on the basis of valuation in each city and town as determined by the Commissioner of Taxation for the assessment of such taxes.

"The governing board is authorized to make such rules and regulations regarding its conduct as it deems necessary and shall have a corporate seal."

3,975,000 LOAN ORDERS FILED

The total debt incurring power of the City of Boston as estimated for 1931 is \$4,600,000 against \$5,700,000 last year, according to a statement submitted by Mayor Curley to the council today.

Recommendations for the adoption of loans totalling \$3,975,000 were submitted as a budget of loan requirements within the debt incurring powers for municipal departments.

The amounts were as follows:
Sewerage works, \$1,000,000; branch libraries, \$200,000; recreation building, Long Island, \$200,000; Castle Island and Marine Park improvements, \$200,000; two police stations, \$700,000; fire station, \$350,000; City Hospital buildings, \$500,000; public golf course, \$275,000; Shawmut ave. bridge, \$75,000; Morton st. bridge, \$175,000.

The total of the above orders is \$3,675,000, and to this must be added \$300,000 for orders pending before the council for a building for Public Welfare Department, making a total of \$3,975,000.

Hurley Seeks Money for Building, Furnishings and Rental of Quarters

Authority to expend a total of \$15,000,000 for construction and furnishing of new school buildings and rent of outside quarters was asked of the Legislature today in a bill filed by Rep. George Anderson on petition of Chairman Joseph J. Hurley of the school committee.

Not more than \$5,000,000 would be expended in any one year during the school department financial years of 1931, 1932 and 1933, according to the bill.

The bill asks that: "The school committee, by a vote of four-fifths of all of its members, may make appropriations by items for consideration and furnishing of new school buildings, both temporary and permanent, including the taking of land therefor, and for school yards and the preparing of school yards for use and for the rent of hired school accommodations for the financial years of 1931, 1932 and 1933."

SEEKS \$15,000,000 FOR BOSTON SCHOOLS

Chairman Hurley Files Bill in Legislature

Chairman Joseph J. Hurley of the Boston School Committee has filed a petition with the Legislature to authorize the committee to make appropriations for the construction and furnishing of new school buildings, including the taking of land, for the years 1931, 1932 and 1933. The amount would be not more than \$5,000,000 in each year. The bill provides that for the purpose of raising necessary funds the city would be authorized to borrow necessary amounts from time to time outside the debt limit. The act would become effective upon acceptance by the City Council during the current year.

A. J. Pare of Brockton is the petitioner for legislation to create a board of magnetic healers examination and registration to regulate the practice of such persons.

The Division of Forestry of the State Department of Conservation would be directed, under the provisions of a resolve filed by Representative John T. O'Neill of Raynham, to investigate relative to the advisability of establishing a State forest in Bristol County. It would be required to file its report with the Legislature on or before Dec 1 in the current year.

Representatives John B. Grossman, Arthur I. Burgess, William R. Thomas and Edward J. Sandberg of Quincy are the petitioners for legislation directing the Metropolitan District Commission to construct a basin for bathing in the Blue Hills Reservation at or near Willard st, Quincy. The commission would be furnished an appropriation of \$15,000.

The salary of members of the Governor's Council would be increased to \$2000 under the provisions of a bill filed by Representative Richard Johnston on petition of Edwin V. Cahill of Dorchester.

MOORS RESIGNS FROM BOSTON FIN. COM.

For 23 Years Has Been Unpaid Member

After more than 23 years of valuable public service as an unpaid member of the Boston Finance Commission, John F. Moors today submitted to Gov Ely his resignation.

Mr Moors' present five-year term ordinarily would expire next May. But his friends say he feels impelled to resign at this time. For a year he has been practically confined to his home at 32 Mt Vernon st, because of an injury to his back.

QUICK ACTION LIKELY ON GOVERNORS ISLAND

**Chairman of House Committee Strongly Favors
Proposed Development of Airport**

**News and Notes of What Is Happening
In the Field of Aviation**

By C. JOSEPH HARVEY

The ceding of Governors Island to the city of Boston by the Federal Government for further development of the East Boston Airport, as urged months ago by Mayor James M. Curley, will soon become a reality through Congressional legislation.

The authority for this statement is no less a person than Congressman W. Frank James of Michigan, chairman of the Committee on Military Affairs of the National House of Representatives, who came to this city earlier in the week to make a survey of the project for his committee.

Congressman James made no bones about where he stood on the matter. He is strong for it. At least he expressed himself as such to newspaper reporters during an interview at the termination of his inspection of the airport and an air survey of the island at Squantum.

"You understand, however," declared Congressman James, "appropriation bills have the right of way in Congress just now, but I think it can be so arranged that this bill may be placed on the unanimous consent calendar. Such an arrangement would hasten legislation.

"What if some opposition should arise to the bill?" quizzed the reporter.

"In that case," replied Congressman James, "the bill would have to take its turn. But, really, I do not expect opposition."

Congressman James stated that the bill in all probability would be given a public hearing within the next week or 10 days, and that it would be placed before Congress most likely within three weeks. He expressed confidence that the measure would be enacted into law and that full authority would be vested in the War Department to proceed with the negotiations for the transfer of the island to the city. Congressman James has invited Mayor Curley to appear personally before his committee at the hearing on the bill.

Congressman James has many nice things to say about improvements at the Boston Airport. Chairman William P. Long of the Park Department accompanied the Congressman during his tour of inspection and later conferred with him relative to technical changes in the bill.

Speaking of air defense for Boston, Congressman James pointed out that under existing conditions such protection would have to be provided by Army planes attached to Mitchel Field, N. Y., and Langley Field, Washington. He said that this was rather an inadequate plan, but he felt that under the extension of the five-year program provision might be made for the installation of an Army flying squadron within close proximity of Boston, possibly at Squantum. It was hinted that Maj Gen Fox Connor, commander of the 1st Army Corps, is looking into this matter.

MORIARTY ON BOARD OF SCHOOL BUILDINGS

**Labor Leader Succeeds Dr
Donoghue, Resigned**

**Mayor Names City Treas Dolan as
Public Celebrations Director**

James T. Moriarty, 1650 Columbia rd., South Boston, ex-city Councillor, head of the Sheet Metal Workers Union and president of the State Branch of the American Federation of Labor, was yesterday appointed by Mayor Curley to the Board of Commissioners of School Buildings, for the term ending Dec 31, 1932. Mr Moriarty takes the place of Dr Francis D. Donoghue, resigned.

City Treas Edmund L. Dolan was yesterday appointed Director of Public Celebrations, without salary, by Mayor Curley, succeeding J. Philip O'Connell who will resume his duties with the Public Works Department.

Stanton R. White of the Mayor's office force was transferred to the Public Celebrations Department at a salary of \$3500.

Mr O'Connell requested the transfer because of his physical condition which suffered as a result of the tremendous work during the Tercentenary and other observances last year. Mr O'Connell received the unstinted praise of Mayor Curley, who yesterday expressed regret that the official found it necessary to lay down the burden.

Mayor Curley yesterday appointed Thomas K. Reynolds and John F. Hickey to serve on the board of examiners. Mr Reynolds' term ending April 30, 1932, and Mr Hickey's ending April 30, 1931. Mr Reynolds has been a member of the board since Mayor Curley's first administration.

DISCUSS \$3,975,000 CITY IMPROVEMENTS

Permanent improvements, for which the City Council will be asked to appropriate \$3,975,000, were discussed at a conference between Mayor Curley and department heads at City Hall yesterday. Of proposed expenditures, the Mayor figures that 80 percent will go to labor. Following are the projects planned:

Sewerage works, \$1,000,000; branch libraries, \$200,000; recreation building, Long Island, \$200,000; Castle Island and Marine Park improvements, \$200,000; two police stations, \$700,000; one fire station, \$350,000; City Hospital buildings, \$500,000; public golf course, \$275,000; Shawmut-av Bridge, \$75,000; Morton-st Bridge, \$175,000.

The loan orders will amount to \$3,675,000, and to this sum, said Mayor Curley, must be added \$300,000 for an order pending before the Council to be expended for a building for the Public Welfare Department, making a grand total of \$3,975,000. The balance available for emergencies represents the minimum amount, which in the Mayor's opinion should be held in reserve, and, provided conditions warrant, made available for necessary public works at the close of the year 1931.

MAYOR APPROVES \$1500 MEMORIAL TO GEN KNOX

Mayor Curley yesterday approved a memorial to be erected at a cost of \$1500 to Maj Gen Henry Knox, artillery officer under Gen George Washington. It will probably be placed at Roxbury Standpipe Fort.

CURLEY THANKS "FIN COM" FOR \$100,000 SAVING

The Boston Finance Commission received yesterday from Mayor Curley a letter thanking that body for saving the City \$100,000 through suggestions leading to a reorganization in the office of the Corporation Council and a saving of \$200,000 more by means of a checkup on street-construction work.

The letter accompanied the 1930 report to the City Council on municipal administration, in which the \$300,000 savings were indicated.

The letter, in referring to the \$200,000 saving, attributed it to "constant inspection and insistence on adherence to contracts specifications."

The Mayor stated furthermore that he anticipates as great a program of street construction this year as that of 1930 and he hoped for the commission's continued cooperation in the matter of inspection of work in progress, under inspectors or contractors.

CURLEY BILLS FOR VETERANS PROPOSED

WASHINGTON, Jan 16 (A. P.).—Four proposals for liberalized benefits for World War veterans and their dependents were introduced today on behalf of Mayor Curley of Boston by Representative McCormack, Democrat, Massachusetts.

One bill would provide an allowance to widows, children and dependent parents of veterans.

The other bills would provide an increase in present disability allowances to World War veterans, extra consideration for veterans who are helpless or blind or who require regular aid and attendance from another person, and compensation to widows of

the plan, we refrain from partisanship. We do heartily commend Mayor Curley, first, for his understanding of the problem; second, for his ability to anticipate and avoid many of the natural objections, and, finally, for bringing forward the question for public consideration and debate.

GREATER BOSTON BILLS

The Greater Boston bill which Mayor Curley filed yesterday and the measure which Prof. Joseph H. Beale of the Harvard law school is now preparing deserve the careful consideration of the Legislature. They are the outcome of conscientious study. There is no politics in them. They are designed as specific proposals around which debate may centre. The mayor describes his bill as an "entering wedge," but there is no intention of hammering it home. When a Greater Boston is finally evolved, it will come because the new form of organization will be acceptable generally, and will seem beneficial to the outlying communities as well as to Boston.

The subject has been in the air, and sometimes on paper, for the last twenty years, but sentiment has not yet crystallized in its favor. In the last two or three years, however, interest has been greater than at any other time. Ex-Mayor Nichols is heartily in favor of some form of federated municipality. The literature put out by the chamber of commerce indicates the great advantages which would accrue to the whole area. The advantages of placing Boston high in the list of the great cities of the world are so many that the finishing touches are likely to be put on before long. In the mean time the fullest and freest discussion should take place not only on Beacon Hill but in all the communities which will be affected. Compulsion is not sought, but attention

Spanish War Head Honored by City

Commanders of Spanish War Veteran Camps in this vicinity, together with prominent Army and Navy officials, were the guests of the city of Boston at a luncheon tendered by Mayor Curley at the Parker House today to Judge Edward S. Matthias of the Ohio Supreme Court, commander-in-chief of the Spanish War Veterans.

The commander arrived in Boston on Thursday to make his inspection and visit to the State department, being welcomed by Major General Walter E. Lombard, head of the Massachusetts department. He was the guest of the State department at a dinner given at the Army and Navy Club. Tonight, at the Chamber of Commerce, he will be guest at an official banquet.

BOSTON CARING FOR NEEDY UNEMPLOYED

City Welfare Official So Informs Federation

Secretary McCarthy Says Relief Now Practically Underwritten

Boston is not, like other cities, facing soup kitchens and bread lines, because it has developed a well-organized means of giving relief to the unemployed and their families and has practically underwritten relief for the unemployed, so declared Walter W. McCarthy, secretary to the Boston Public Welfare Board, before the Boston City Federation at its community service meeting in the auditorium of the Young Women's Christian Association building yesterday.

Boston's needy are being taken care of, the speaker asserted during his discussion on the subject "How Boston Has Met the Employment Emergency." He declared that no Boston resident has to be in need due to unemployment. Relief, he explained, is based on the number in the family.

Mrs. Thomas McMahon, newly appointed member of the Public Welfare Board of the city, spoke of her experiences on that board.

Discussing the building of a proposed civic center in Boston, Ralph Adams Cram, former member of the City Planning Board and chairman of Mayor Curley's committee for the consideration of a civic center, stated that a spiritual and psychological center is greatly needed.

The building of a civic center would mean the further reduction of unemployment by putting to work a number of men. The proposed structure, he asserted, should be a center for the City Hall, with adjoining public and semipublic buildings, where reviews and functions would be held. The center ought to express the best in Boston's past and present, and the potential best in the future of a growing community, he stated.

Speaking of the work Mr. Cram said the committee had held nearly 30 meetings and hearings. Two sites were considered, one in Scollay sq and the other in the vicinity of Park sq, and the "arguments were mutually destructive," strong sentiment being sought to bear for both of the sites mentioned.

The speaker noted that the final report of the committee would have already been given publicity had it not been for the recent tragedy in the Mayor's family. He stated his belief that it would be published within a short time. The preliminary report has been out for sometime.

Robert Whitten, the consultant who had charge of the street improvement plan for Boston, spoke on the new Boston Thoroughfare Plan of the City

Planning Board. He stated that movement of traffic is the life of the city and that when it is slowed up, the business of the city is slowed up. He pointed out that it is not proposed to saddle the taxpayers with the cost of the project; that it is being arranged under a long term program.

As the first step, \$6,000,000 will be expended the first year with an average of \$5,000,000 a year thereafter, the total expenditure amounting to \$47,000,000 for the next 10 years. The plan will solve the traffic problem of the city for many years, he said. He asked for cooperation in carrying the plan through with the Legislature. Mrs. Robert J. Culbert presided.

BOSTON HAD 26,348 JOBLESS LAST APRIL

The total number of unemployed persons in Boston as listed last April in connection with the Federal census, was announced yesterday by Supervisor Louis B. Sensale.

The tabulations were as follow: Persons out of a job, able to work and looking for a job, 21,642 men and 4706 women; having jobs, but on lay-off without pay, excluding those ill or voluntarily idle, 6823 men and 1830 women; out of a job and unable to work, 1508 men, 407 women; having jobs, but idle on account of illness or disability, 1634 men, 686 women; out of a job and not looking for work, 452 men, 201 women; having jobs, but voluntarily idle without pay, 274 men, 158 women; having jobs and drawing pay, though not at work (vacations etc), 299 men and 205 women.

ANNEX PLAN TO MEET SETBACKS

Many Towns Are Opposed to Consolidation Program

Opposition developed today to the plan of Mayor Curley for the consolidation of 43 cities and towns in the Greater Boston area. Officials expressed opinions showing they were not in accord with the proposal.

The bill introduced by the mayor would create a municipal corporation to be known as Greater Boston, managed by a governing board of mayors and chairmen of boards of selectmen, with the mayor of Boston as chairman. There would also be a vice-chairman, treasurer and clerk.

Centralized authority would be vested in a governing board over police, fire, health, hospitalization, traffic and taxation services of municipalities included in the metropolitan water, sewer and park districts.

A bill similar to Mayor Curley's is now in process of preparation by the conference on metropolitan Boston, of which Prof. Joseph H. Beale of Harvard is chairman.

This proposal, however, is much more drastic than Curley's. The mayor's bill makes no provision for any loss of corporate unity by any municipality. It specifically provides a method of consolidating communities at the direction of a majority of voters of such cities and towns.

By the provisions of the mayor's bill, the towns and cities would not be annexed. The mayor said he does not regard it advisable now to boost any movement for consolidation of all the communities in the metropolitan district with Boston.

He does feel, though, that the time is now ripe for the start of a co-related plan, centralizing at least police, fire, health and park services of this district.

The district included in the mayor's proposal takes in Arlington, Belmont, Boston, Braintree, Brookline, Cambridge, Canton, Chelsea, Cohasset, Dedham, Dover, Everett, Hingham, Hull, Lexington, Lynn, Malden, Medford, Melrose, Milton, Nahant, Needham, Newton, Norwood, Quincy, Reading, Revere, Saugus, Somerville, Stoneham, Stoughton, Swampscott, Wakefield, Waltham, Walpole, Watertown, Wellesley, Weston, Westwood, Weymouth, Winchester, Woburn, and Winthrop.

The bill stipulates that if the governing board recommends the consolidation of two or more municipalities, the question shall be submitted to the voters in each municipality at the next state election.



A Greater Boston

MAYOR CURLEY has asked the Legislature to approve of a Greater Boston which may meet the objections hitherto raised to all suggestions that there be union between Boston and its neighboring cities and towns. What degree of success the mayor will have depends on the attitude of legislators, and back of them, of citizens of the cities and towns of the Boston metropolitan district.

The fact must be frankly faced that the mayor has a hard road ahead of him in his fight for a Greater Boston. On the other hand, his proposal is so understandingly and sympathetically composed as to eliminate the fear of domination by Boston of cities and towns that have taken and do take pride in their own local governments.

Mayor Curley, after conference with Prof. Joseph H. Beale of the Harvard law school, who went to England to study the London system, prepared, with Corporation Counsel Silverman, a bill calling for what is substantially a Greater Boston governing board composed of the mayors and selectmen of the cities and towns of the metropolitan district, with the mayor of Boston as chairman.

This Greater Boston governing board would consider such community problems as crime, disease, fire, traffic, taxation and other matters of common interest. There is no hint of annexation other than a provision which would enable the cities and towns within the district to consolidate, but only after a majority of registered voters in each of the interested communities had expressed a desire for such consolidation.

The success of the bill would give Greater Boston a population of 2,000,000 and make it fourth city of the United States. The cities and towns concerned in the bill are Arlington, Belmont, Boston, Braintree, Brookline, Cambridge, Canton, Chelsea, Cohasset, Dedham, Dover, Everett, Hingham, Hull, Lexington, Lynn, Malden, Medford, Melrose, Milton, Nahant, Needham, Newton, Norwood, Quincy, Reading, Revere, Saugus, Somerville, Stoneham, Stoughton, Swampscott, Wakefield, Walpole, Waltham, Watertown, Wellesley, Weston, Westwood, Weymouth, Winchester, Winthrop and Woburn.

Without doubt the bill will be exhaustively discussed. It appears to encroach upon the rights so zealously guarded by the proposed members of the consolidation. In point of population the outside cities and towns outweigh the city, and if voting power is to be based on population, Boston is making the sacrifice rather than the neighbors whom Mayor Curley so convincingly invites to become more closely related. Mayor Curley has said:

"What difference who runs Boston, so long as it is well run? The trouble has been that some of our mayors thought only of their terms in office instead of realizing that they are but an incident in an ever-progressing municipality."

The territory included in the district contains 50 per cent. of the population of the state. All but nine of the smaller towns are within 10 miles of the State House. They are even today co-operating in the matter of parks, water and sewerage. They comprise 457 square miles and make up the most densely populated metropolitan area in America, 4,728 persons per square mile.

Until we have studied more carefully the possibilities

Post 4/17/31

GREATER HUB BILL IS FILED

But Curley Bill Is Not Annexation Measure

Creation of an advisory board, representing the 43 cities and towns in Greater Boston, so that they may have a voice in the expenditure of their taxes by the Metropolitan District Commission, will be urged by Mayor Curley before the Legislature during the next few weeks, under a bill filed yesterday.

BOSTON MAYOR CHAIRMAN

In protest against the so-called modern-day "taxation without representation," the Mayor's Greater Boston bill would provide for the establishment of a governing board composed of the Mayors and the Selectmen chairmen of the 43 cities and towns now comprising the Metropolitan water, sewer and park districts.

Boston's Mayor would serve as chairman of the board and the group would elect a vice-chairman, treasurer and clerk. This governing board's duties and powers would consist of considering the various problems relating to crime, disease, fire, traffic, taxation and health, as well as ways and means of improving the cities and towns in the area.

But it would be required to present its recommendations to the Legislature to obtain authority to make desired changes. It would have no power to consolidate or annex adjoining communities.

The bill provides that "If, at any time, the governing board of the Greater Boston submits a recommendation for the consolidation of two or more municipalities included in the corporation, said question of consolidation shall be submitted to the voters in each of the municipalities proposed to be consolidated, giving the residents the right to make the decision."

While the Mayor's bill seeks merely a working arrangement for the cities and towns in the district Professor Joseph H. Beale of Harvard Law School, as chairman of the conference on Metropolitan Boston, will file a bill seeking far-reaching authority for the cities and towns in the area. With other prominent experts he has made an intensive study of metropolitan government, having gone to England last summer to make a survey of the London borough system.

Professor Beale's group has not yet completed its study, however, and will

be unable to make its final report for a week or more.

Cities and towns which would be affected by the bills include Arlington, Belmont, Boston, Braintree, Brookline, Cambridge, Canton, Chelsea, Cohasset, Dedham, Dover, Everett, Hingham, Hull, Lexington, Lynn, Malden, Medford, Melrose, Milton, Nahant, Needham, Newton, Norwood, Quincy, Reading, Revere, Saugus, Somerville, Stoneham, Stoughton, Swampscott, Wakefield, Walpole, Waltham, Watertown, Wellesley, Weston, Westwood, Weymouth, Winchester, Winthrop and Woburn.

CURLEY BILLS IN CONGRESS

For World War Veterans and Dependents

WASHINGTON, Jan. 16—At the request of Mayor Curley, Congressman John W. McCormack of Boston today filed several bills relating to disabled veterans, and to the widows and dependents of veterans of the World war. Mayor Curley had instructed city officials to make an extensive examination of all veteran legislation with a view to drafting such legislation as would, when enacted, place upon the federal government the responsibility of performing duties that it should assume.

Congressman McCormack filed four bills, the most important of which provides for an allowance to be paid to widows, children and dependent parents of veterans of the World war. Another of the bills provides for an increase in the present disability allowance to World war veterans, another provides extra consideration for veterans, receiving disability allowance, who are helpless or blind, or who may require regular aid and attendance of another person; and the last bill grants to widows or dependents of non-service-connected veterans the right to receive death compensation. The latter bill is along similar lines as the first bill referred to, and is in the nature of a pension to the widow, children and dependents of a veteran.

In a statement concerning his bills, Congressman McCormack said: "The widows, children and dependents of veterans of all other wars in which we have been engaged receive an allowance, as they should, but the same classes of persons, related to deceased World war veterans, do not. It is only fair and proper that these deserving people should be placed on an equality with all others. I am pleased to know that veterans of all other wars are supporting such proposed legislation. There is no question of its passage in the near future, and Mayor Curley is to be congratulated upon his efforts to contribute in the enactment of such meritorious legislation."

WHAT'S THIS?

The Mayor of Boston has taken the practically unprecedented step of thanking the Finance Commission for its good work during the year. Frank A. Goodwin, chairman of the board, is made the recipient of these kind words, which are given by the Mayor for its efforts in bringing about a reorganization in the corporation counsel's office, resulting in a saving of \$100,000 in settlement of claims, and \$200,000 in a check-up on street construction work. And the praise appears to be deserved.

The Mayor says at the end of his letter: "The programme for street construction during the year 1931 will, I anticipate, be equally as great as that which was conducted during 1930, and I am, therefore, desirous that the same co-operation which has been so helpful in 1930 in the matter of inspection of the work of inspectors and contractors will continue during 1931."

Well, well! A Mayor of Boston wants the "helpful co-operation" of the former arch enemy of any administration, and he hopes that the work of inspection will continue during 1931. All we can say is that the heavens may now fall without creating any particular surprise.

Resigns Celebrations Post to Return to Public Works

Director of Public Celebrations J. Philip O'Connell yesterday resigned his post to safeguard his health and return to his former duties as architectural engineer in the Public Works Department, starting Monday.

Having completed the great tercentenary programme with tremendous work during the past year, Mr. O'Connell requested the transfer and the Mayor agreed, expressing great regret, and paying high tribute to the director's service.

City Treasurer Edmund L. Dolan was appointed to serve without salary as director of public celebrations during the remaining three years of the present administration. Stanton R. White of the Mayor's secretarial staff was appointed to assist him at a salary of \$3500 a year.

At the same time the Mayor appointed President James T. Moriarty of the Massachusetts State Branch of the American Federation of Labor to serve as his representative on the Boston Board of Commissioners of School Buildings for the term ending Dec. 31, 1932.

He will succeed Dr. Francis D. Donoghue of the Back Bay, appointee of former Mayor Nichols, who resigned a few weeks ago. Commissioner Moriarty is a former city councillor, head of the Sheet Metal Workers Union, and resides at 1650 Columbia road, South Boston.

The Mayor also reappointed Thomas K. Reynolds and John F. Hickey to the Board of Examiners in the City Building Department.

ities and towns affected by the late proposal of Mayor Curley included the following:

ARLINGTON

If, as Mayor Curley himself quoted, the bill is merely an entering wedge for the creation of a Greater Boston, why should Arlington favor the new Greater Boston as proposed by the Boston mayor and so endanger our identity by being enveloped in a future Greater Boston? — Arthur P. Wyman, chairman, board of selectmen.

READING

As a selectman, and speaking for the other selectmen, I think I am right in saying we would take no steps in any such plans as that suggested by Mayor Curley, until after the people of Reading had taken a vote on the project and so instructed us."—Charles H. Trevor, Chairman of the Board of Selectmen.

WAKEFIELD

I would like to learn more about the plan and the motives back of it before making comment. We have expenses enough now without hooking up with Boston. We have our own troubles, too, but we'd rather hoe our own row.—William Blanchard, Chairman of the Board of Selectmen.

CAMBRIDGE

There are certain Boston affairs that should be handled as such without interfering with the metropolitan area. Mayor Curley's plan has many good points, but I would not want Cambridge to lose its identity politically.—Richard M. Russell, Mayor.

HULL

I am opposed to the plan after only a brief consideration. I'll admit it requires more study than I have been able to give it yet.—Henry J. Stevens, member board of selectmen.

WEYMOUTH

The members of the board of selectmen were opposed to a similar proposition a year ago, and I believe they are still opposed.—Frank H. Perry, member board of selectmen.

BRAINTREE

I hesitate to express an opinion now. This is a very important matter and requires careful study.—Edward Avery, chairman, board of selectmen.

HINGHAM

This is a project of doubtful value to Hingham or the other communities around Boston. I wouldn't favor it without instruction by the voters.—William L. Foster, chairman, board of selectmen.

QUINCY

I can't see any merit in the plan from the point of view of Quincy's best interests. I wouldn't do anything to destroy the identity of the city. I don't think it would be to the advantage of Quincy to enter such a combination.—Thomas J. McGrath, mayor.

BROOKLINE

Knowing the frequently expressed desire of the mayor of Boston that Brookline and certain other municipalities should be annexed to Boston, I cannot help

viewing any bill of this character as part of a plan ultimately to force these outlying municipalities under the domain of the city of Boston. If some scheme can be devised by which co-operation among the municipalities of metropolitan Boston can be secured and at the same time preserve forever their political autonomy, I should favor such a plan.—Charles F. Rowley, chairman of the board of selectmen.

MEDFORD

I have read the bill and find it a question requiring deep thought. Without more time to study its good and bad features I would not commit myself for or against it.—Edward H. Larkin, mayor.

WESTWOOD

Personally I think the plan has many good features, but I would like to go over it more carefully before deciding whether or not it would be good for Westwood.—S. C. French, chairman board of selectmen.

DEDHAM

Without going into the merits of the bill at all, as chairman of the board of selectmen, I am utterly opposed to it. I believe the citizens of Dedham are set against giving up any of their rights as a town, just as the state would oppose turning over its affairs to the national government.—Herbert Schortman, chairman board of selectmen.

NORWOOD

Personally I'd want more opportunity to study the bill before taking sides, and inasmuch as I am going out of office next Monday I would not care to advise the incoming board by expressing an opinion now.—Thomas B. Mulvehill, chairman, board of selectmen.

CANTON

Canton is not in favor of the bill. We are fairly well off now, our finances are sound and maintenance good. Why tie up with Boston? She has nothing to offer.—William H. Gallivan, member, board of selectmen.

WINTHROP

If it were the usual proposition for a Greater Boston looking to the annexation of Winthrop I would be opposed to it. But this proposition of Mayor Curley's is different and I would not care to pass judgment on it at this time.—John P. Clancy, representative and selectman.

CHELSEA

I am opposed to any connection with the city of Boston, and the people of Chelsea have registered such opposition whenever an opportunity has been offered for them to vote on it.—John J. Whalen, mayor.

NEEDHAM

I do not think Needham is willing to give up control of its fire and police departments to a metropolitan board. At present we are in co-operation in fire and police matters with other communities, and this co-operation might be extended. But Needham is not likely to surrender absolute control of any of its departments to any other authority.—Allston R. Bowers, member, board of selectmen.

SOMERVILLE

We now have a "federation of municipalities within the metro-

politan district" uniting 40 odd cities and towns together in an alliance designed originally as a defence against the mounting burden of taxes for water, parks and all other metropolitan expenses. These burdens are already tremendous,

BELMONT

I am absolutely opposed to a Greater Boston. Belmont is better off economically and politically without being part of such a metropolitan combination.—J. Watson Flett, member, board of selectmen.

FILES CURLEY BILLS FOR VETERAN RELIEF

One Provides Allowances for Dependent Parents

(From Herald's Washington Bureau)

WASHINGTON, Jan. 16—At the request of Mayor Curley of Boston Congressman John W. McCormack today filed several bills relating to disabled veterans and to the widows and dependents of veterans of the world war. The legislation was drafted by Hale Power, assistant corporation counsel, and Capt. John J. Lydon, soldiers' relief commissioner, after examination of all existing laws.

The most important bill provides for an allowance to be paid to widows, children and dependent parents of veterans of the world war. Another provides for an increase in the present disability allowance to world war. Another provides for an increase in the present disability allowance to world war veterans; another provides extra consideration for veterans receiving disability allowance, who are helpless or blind, or who may require regular aid and attendance of another person; and the last bill grants to widows or dependents of non-service-connected veterans the right to receive death compensation. The latter bill is along similar lines as the first bill referred to, and is in the nature of a pension to the widow, children and dependents of a veteran.

TRANSERIPT 1/17/31 Moriarty on Board of School Buildings

To take the place of Dr. Francis D. Donoghue, who resigned from the Board of Commissioners of School Buildings, Mayor Curley has appointed James T. Moriarty of South Boston, former member of the City Council, head of the Sheet Metal Workers Union and president of the State branch of the American Federation of Labor.

City Treasurer Edmund L. Dolan was appointed director of public celebrations, without salary, succeeding J. Philip O'Connell, who will resume his duties with the Public Works Department. Stanton R. White of the mayor's office force was transferred to the Public Celebrations Department at a salary of \$3500.

Mr. O'Connell requested the transfer because of his physical condition which suffered as a result of the tremendous work during the Tercentenary and other observances last year.

Mayor Curley appointed Thomas K. Reynolds and John F. Hickey to serve on the board of examiners, Mr. Reynolds's term ending April 30, 1932, and Mr. Hickey's ending April 30, 1931. Mr. Reynolds has been a member of the board since Mayor Curley's first administration.

TOWNS TO FIGHT GREATER BOSTON PLAN OF CURLEY

OPPOSITION TO CONSOLIDATION MOVE GENERAL

Mayor's Program Faces
Certain Setback, Sur-
vey Shows

PLAN WOULD LINK 43 MUNICIPALITIES

Control of Safety and
Health Units Would Be
Centralized

Mayor Curley's latest plan to knit more closely the municipalities of Greater Boston yesterday encountered such opposition from mayors and selectmen of cities and towns outside Boston as to indicate another setback for the Curley program.

A Herald survey of the metropolitan district disclosed general resistance to the proposal of Mayor Curley, even though it would preserve the corporate individuality of every city or town affected.

Regardless of the advantages involved, some expressed unyielding disapproval of any alliance with Boston.

FEAR ANNEXATION

In most instances the representatives of the suburban communities maintained a state of mind closed definitely against any overtures of the sort from Boston.

The difficulty to be encountered by Mayor Curley is to satisfy these cities and towns that they are not to be annexed, that they are not surrendering rights of great moment and getting nothing in return, and that control of any such alliance would not be wrested from them by Boston.

The bill incorporating the new project of Mayor Curley and filed by the corporation counsel of Boston, Samuel Silverman, proposes a corporate body to be known as Greater Boston with centralized authority vested in a governing board over the police, fire, health, hospitalization, traffic and taxation services of the municipalities which are included in the metropolitan water, sewer and park districts.

LIMITED IN SCOPE

The bill is so limited in its scope that it makes no provision for any loss of corporate entity by any city or town but specifically provides a method of consolidating communities at the direction of a majority of the voters of such municipalities.

The mayor's bill, which will furnish basis for discussion before legislative committees of the advisability of the creation of a Greater Boston, designed to determine the common problems of the consolidated communities, is far less drastic than a similar bill for a metropolitan city which is in preparation by the conference on metropolitan Boston, of which Prof. Joseph H. Beale of Harvard is the chairman.

In a brief discussion of his plan, Mayor Curley declared that he does not regard it as advisable at the present time to give impetus to a movement for the consolidation of all the municipalities in the metropolitan district with Boston, but that he feels that the time is opportune for the starting of a co-related plan, to centralize the control of at least the fire, police, health and park services of this district.

The mayor's bill proposes that a municipal corporation be created to be known as Greater Boston and to be managed by a governing board composed of the mayors and the chairmen of boards of selectmen, of which the mayor of Boston shall be the chairman.

Other officers will be a vice-chairman, treasurer and clerk, and provision is made for the employment of such persons as is deemed necessary. Boston is committed to furnishing office space and to contribute not in excess of \$5000 to defray the original necessary expenses terminated by the commissioner of taxation of the corporation.

In planning the permanent financing of the consolidated district, the bill sets forth that estimates made by the treasurer with the approval of the board, shall be submitted to the

cities and towns in a manner to be defined in the duties of the governing board, the phraseology of the bill is:

The governing board is authorized to make such rules and regulations regarding its conduct as it deems necessary and shall have a corporate seal. The duties and powers of the governing board of the greater city are as follows: It shall consider the various problems relating to crime, disease, fire, traffic, taxation and all other problems which affect or pertain to the municipality included in the corporation; how such problems may best be solved, and ways and means of developing and improving the economic and financial and industrial welfare of the cities and towns included in the corporation; and shall each year make a report to the General Court by filing the same with the clerk of the House of Representatives on or before Dec. 15 of each year, with such recommendations and drafts of proposed legislation as said governing board may deem proper and advisable, together with recommendations of any proposed changes in the charter or laws pertaining to any city or town in the corporation.

It is also stipulated that if the governing board, at any time, recommends the consolidation of two or more municipalities, the question shall be submitted to the voters in each municipality at the next state election. If the majority favor consolidation, a charter commission of three persons from each municipality to be consolidated, shall be appointed by the mayor or the selectmen, to draft a charter for submission to the Legislature.

At present there is no centralized plan of operating police and fire departments, but the intercommunicating signal systems, which have been developed in the past 10 years, have created what is in reality a unified system of police and fire protection.

COMMUNITIES INCLUDED

The district to which the mayor's bill pertains includes these cities and towns:

Arlington
Belmont
Boston
Braintree
Brookline
Cambridge
Canton
Chelsea
Cohasset
Dorham
Dover
Everett
Framingham
Hull
Lexington
Lynn
Malden
Medford
Melrose
Milton
Nahant
Needham

Newton
Norwood
Quincy
Reading
Revere
Saugus
Somerville
Stoughton
Swampscott
Wakefield
Waltham
Walpole
Watertown
Wellesley
Weston
Westwood
Weymouth
Winchester
Winthrop
Woburn

OFFICIALS COMMENT

MAYOR HOPES FOR SUCCESSFUL SHOW



HON. JAMES M. CURLEY
Mayor of Boston

The annual automobile show is again with us, and I hasten to welcome it and express the hope that it will turn out to be the most successful of the annual shows.

When I think of the immense service that the automobile has done, particularly in the improvements of the roads, not only in Massachusetts, but throughout the country and the world, my imagination staggers, and I wonder what good service it has in store for us in the future. Again, when I contemplate the comfort and happiness which the automobile gives to the ordinary man and family, I am constrained to compliment it for thus raising the average of human contentment.

Since it first appeared there has been a constant improvement in the machine, and as a result there has been such a change—and that for the better—in transportation, that the automobile may be said to have changed, within the short period of a generation, almost wholly the relationship existing between man and man in the social and in the business order.

You can have no more successful show than I wish you, and I hope as you look back upon the 29th annual exhibition you will have such pleasant memories that you will be glad to come again soon to visit us. When you do, you may be sure the welcome will be as warm as that with which I now greet you.

CURLEY DEFENDS PLAN FOR UNITY

Declares Local Officials Opposed Fear Loss of Their Jobs

PROSPERITY OF AREA DEPENDS ON BOSTON

Mayor Curley expressed the opinion yesterday that the opposition which has been shown to his proposal to the Legislature of a Greater Boston is representative of a reaction based on misapprehension rather than on proper interpretation of the results which he is ambitious to achieve.

The vigor with which representatives of many of the 43 municipalities in the metropolitan district, which he is desirous of welding into a confederation of cities and towns, attacked the plan was characterized by the mayor as the reaction which he had anticipated but which was not as severe as in similar previous instances.

FEAR LOSS OF OFFICE

The unqualified declarations of individuals who hold local offices that their communities would never view with favor any plan of a confederation were repetitions of similar assertions which the mayor has believed were inspired by apprehension of the loss of public offices.

It has been the mayor's contention in recent years that an intelligent cam-

Borough Bill Backer



(Photo by Marshall)
PROF. JOSEPH H. BEALE

paign among the voters of the cities and towns in the metropolitan area would result in decisions contrary to the judgment of individuals. In a brief discussion yesterday of the reaction to his existing plan, he expressed satisfaction that some plan will eventually be accepted by the voters.

DEPEND ON BOSTON

"It is unfortunate," said the mayor, "that people will not realize that the cities and towns adjacent to Boston are lodging houses for a prosperous Boston. When Boston is not prosperous, they cannot pay their bills and they go to smash. When Boston is prosperous the cities and towns in the metropolitan area are prosperous."

"Today Boston is the ninth city in the country and there is no reason to believe that we will not eventually land in 20th place unless there is some sort of a confederation of the cities and towns. Anything that is of benefit to Boston is of benefit to the cities and towns in the district."

"When ever an industrial leader seeks a new location, he always investigates the standing of a city in population, rail facilities, municipal services, and of course taxes. If the opportunity presents itself for him to locate in one of the first five cities, he surely is going to give a city with such standing preference. It is only a question of mathematics when permanent injury will be done to our industries and commerce."

"The plan which I have suggested is the least objectionable of all plans which have been advocated, because there is absolutely no attempt to take away anything from a single community. We suggest consideration of common problems and specify health, protection of life and protection against fire. That is all there is to the plan."

CITY SAVES \$2100 ON MILK CONTRACTS

The refusal of the city to renew Jan. 1 contracts for furnishing milk to the Long Island Hospital and the sanatorium division of the City Hospital has resulted in a saving of about \$2100 in new contracts approved yesterday by Mayor Curley and which will extend to March 31.

The contractors who submitted the lowest bids Sept. 1 failed to give the city the benefit of the reduction in wholesale milk prices prior to Jan. 1 and as a result new bids were asked and contracts were awarded yesterday to the Turner Centre System, Inc.

PROVIDES FOR GOVERNMENT BY PRESIDENT

Council Elected by Boroughs
Would Exercise Legislative
Power and Veto

COMMISSION TO SUPERVISE

Finances Would Be Adminis-
tered Under Present Metro-
politan Board System

Creation of a Metropolitan Bos-
ton is provided for in a bill spon-
sored by Prof. Joseph H. Beale of
Harvard and filed yesterday with
the Legislature by Rep. Robert V.
Lee of South Boston.

The metropolis would be gov-
erned by a president, elected by
the voters, to hold office for four
years. There would be a metro-
politan Boston council, one mem-
ber from each town or city
borough, and one additional from
each borough for each 20,000 in-
habitants or fraction in excess of
25,000, with two-year terms.

In addition there would be a
metropolitan district commission
of five members to consist in the
first instance of four members of
the metropolitan district commis-
sion with the president as chair-
man.

VETO POWER IN COUNCIL

The council would have a veto
power over the president by a
two-thirds vote, while the latter
would be empowered to appoint an
auditor, treasurer and counsel and
other officers created by the coun-
cil.

The council would in general
have full legislative powers as con-
ferred by the state generally upon
cities and towns.

The duty of the commission
would be to exercise full execu-
tive control of the corporation, and
to exercise all functions now con-
ferred on the metropolitan district
commission, the metropolitan trans-
it commission and the Boston
Port Authority.

PROVIDES FOR BOSTON

For the support of the new gov-
ernment, there would be allotted
and paid into the treasury by the
cities and towns a sum equal to
the amounts now paid by them for
the support and maintenance of
all functions taken over by Metro-
politan Boston plus all sums now
due and paid by them to the state
for maintenance and interest on
account of the administration and
construction of metropolitan works
now administered by the metro-
politan district commission.

Before any loans could be au-
thorized or bonds issued, a two-
thirds vote of the entire member-

ship of the council would be re-
quired.

Nomination and election of can-
didates for president and for mem-
bers of the council would be ac-
complished in the same manner as
the mayor and city councillors of
Boston are nominated and elected.

NONE TO LOSE JOBS

A proviso is made that members
of the council from Boston be
elected in the representative dis-
tricts, each district to select the
same number of members as are
now sent to the Legislature.

There is a further provision for
the election-at-large of additional
members as may be necessary to
make up the full number to which
the city is entitled to.

All employees of the metropolitan
district commission, transit com-
mission and board of port authority
would be transferred to the new
governmental board with the same
civil service ratings as now held. In
addition all the property of the
metropolitan park, sewer and water
districts, the metropolitan transit
commission and the port authority
board would be transferred to the
new organization.

COMMUNITIES AFFECTED

Cities and towns which would be
drawn into Greater Boston would
be Lynn, Melrose, Woburn, Med-
ford, Malden, Everett, Revere,
Cambridge, Somerville, Newton,
Waltham, Chelsea, Boston, Quincy,
Swampscott, Nahant, Saugus, Wake-
field, Reading, Winchester, Stone-
ham, Arlington, Belmont, Water-
town, Wellesley, Weston, Lexing-
ton, Brookline, Winthrop, Needham,
Dedham, Westwood, Norwood, Wal-
pole, Canton, Stoughton, Milton,
Braintree, Weymouth, Hingham, Co-
nasset and Hull.

Curley Hits at Opposition to Plan

The contention that the suburbs
are lodging houses for a prosperous
Boston was made by Mayor Curley
yesterday in answer to attacks on
his project for the confederation of
cities and towns in metropolitan
Boston.

"It is unfortunate," he said,
"that these individuals do not
realize that the cities and towns
are lodging houses for a prosper-
ous Boston. When Boston isn't
prosperous they cannot pay bills.
When Boston is prosperous these
communities are prosperous."

"When a manufacturer is seek-
ing a location for a plant he in-
vestigates the standing of the city
in population, as well as in mu-
nicipal services, rail facilities and
taxes."

A bill incorporating the project
of Mayor Curley was filed in the
Legislature by Corporation Counsel
Silverman.

CURLEY RELIEF BILLS FILED IN WASHINGTON

McCormack Files Four for
Veterans and Families

Mayor's Measures Seek to Help
Dependents of World War Men

Special Dispatch to the Globe

WASHINGTON, Jan 17—At the re-
quest of Mayor James M. Curley, Con-
gressman John W. McCormack today
filed several bills relating to disabled
veterans and to the widows and de-
pendents of veterans of the World
War.

Mayor Curley had instructed Hale
Power, assistant corporation counsel
of Boston, and Capt John J. Lydon,
Soldiers' Relief Commissioner of the
city, to make an intensive examination
of all veteran legislation, with a view
to drafting such legislation as would,
when enacted, place upon the Federal
Government the responsibility of per-
forming duties that it should assume.

Congressman McCormack filed four
bills, the most important of which pro-
vides for an allowance to be paid to
widows, children and dependent par-
ents of veterans of the World War.
Another of the bills provides for an
increase in the present disability al-
lowance to World War veterans; an-
other provides extra consideration for
veterans receiving disability allow-
ance, who are helpless or blind or who
may require regular aid and attend-
ance of another person; and the last
bill grants to widows or dependents of
non-service-connected veterans the
right to receive death compensation.

The latter bill is along lines similar
to the first bill, and is in the nature
of a pension to the widow, children
and dependents of a veteran.

In a statement issued today, con-
cerning his bills, Congressman McCor-
mack said: "The widows, children
and dependents of veterans of all other
wars in which we have been engaged
receive an allowance, as they should,
but the same classes of persons, re-
lated to deceased World War veterans,
do not. It is only fair and proper
that these deserving people should be
placed on an equality with all others."

"I am pleased to know that veterans
of all other wars are supporting such
proposed legislation. There is no ques-
tion of its passage in the near future,
and Mayor Curley is to be congratu-
lated upon his efforts to contribute in
the enactment of such meritorious leg-
islation."

Post

1/18/31

FILES BILL TO FORM A BIG BOSTON

Prof. Beal Plans for
President at Head
of Council

COMMISSIONS TO BE
ABOLISHED BY LAW

Mayor Curley Silent
on Plan—to Study
Idea First

Establishment of Metropolitan Boston, which would take over the duties of the city and town governments within the metropolitan district, and at the same time assume functions now exercised by the Metropolitan District Commission, the Metropolitan District Council and the Boston Board of Port Authority, was filed with the Legislature yesterday on petition of Professor Joseph H. Beale of Harvard, ardent advocate of such a plan for years.

The bill provides that Metropolitan Boston would be governed by a president elected by the voters of the several communities, to hold office for four years, and a council consisting of one member from each borough of the enlarged municipality and one additional member for each 25,000 population and a Metropolitan Boston Commission consisting of four members of the Metropolitan District Commission and the president.

Under the terms of the bill the council would have a veto power over the president by a two-thirds vote, while the latter would be empowered to appoint an auditor, treasurer and counsel for Metropolitan Boston and other officers created by the council.

The council would be required to exercise all the legislative functions of the government, to act on all appropriations for the maintenance of departments, authorize issuance of bonds for improvements, to adopt rules governing its proceedings, to elect a chairman, to fix the salaries of the president, members of the commission and other officials created by it, and in general to have full legislative powers in relation to the affairs of the Metropolitan Boston as conferred by the State generally upon cities and towns.

Financing of Plan

Further, Professor Beal's bill provides that it shall be the duty of the commission to exercise full executive control of the organization, maintenance and direction of the several departments outside of those created by the council. The commission would be required to submit to the council a budget annually together with recommendations for improvement of conditions, extensions of public works, creation of new departments or expansion or consolidation of those already existing, to exercise all the functions and powers now conferred on the Metropolitan District Commission, the Metropolitan Transit Commission, the Boston Port Authority.

For the support of the new government, the bill provides, there shall be allotted and paid into the treasury of the same by each city and town a sum equal to the amounts now paid by each city and town for the support and maintenance of all the functions now taken over by the Metropolitan portion, plus all the sums now due and paid by them to the Commonwealth for maintenance and interest on account of the administration and construction of Metropolitan works now administered by the Metropolitan District Commission; said sums to be paid out of the revenues now raised by taxation in the cities and towns.

A two-thirds favorable vote of the entire membership of the council would be required, under the terms of the bill, before any loans could be authorized or bonds issued.

Like Mayor Now

Nominations and election of candidates for president and for members of the council would be accomplished in the same manner as the mayor and city councillors of Boston are nominated and elected, provided that members of the council elected from Boston would be nominated and elected in the representative districts, each district to elect the same number of members as are now sent to the Legislature, with further provision for the election at large of such additional members as may be necessary to make up the full number to which the city is entitled.

The first meeting of the commission would be held in the Metropolitan District Commission's building, Boston, on the first Wednesday in January in each year, and monthly thereafter. All officers of the council would serve for two years.

All interest on metropolitan district bonds, all sinking fund requirements and redemption funds and other like payments, the bill further provides, made by the State for and on account of the district shall be charged to and collected from the metropolitan Boston and the several cities and towns would be directed to make all such payments required for district operations to the enlarged city and not to the State treasurer.

Still another provision of the Beale bill would transfer all the employees in the Metropolitan District Commission, Transit Commission and Board of Port Authority to the new governmental body with the same civil service rating. In addition, all the property of the metropolitan park, sewer and water districts, the Metropolitan Transit Commission and the Port Authority Board would be transferred to metropolitan Boston.

HAS NO COMMENT

Mayor Curley Will Study Professor Beale's Recommendations First;

Surprised at Opposition to Own Proposal

While insisting that necessity will soon require the organization of the 43 cities and towns in the Metropolitan district into a "Greater Boston," Mayor Curley last night reserved comment on the bill filed with the Legislature yesterday by Professor Joseph H. Beale of Harvard Law School for a form of confederation similar to that of the London borough system.

The Mayor explained that he desired to study the recommendations made by Chairman Beale and his conference on Metropolitan Boston before issuing a public statement on the matter. Although he appointed the experts who made a complete survey during the past year, during which Professor Beale made a trip to London for personal study of the subject, the Mayor had no opportunity to go over the bill filed yesterday, he stated.

Among the leaders of the conference who have spent much time on the subject were with Professor Beale, Miss Elizabeth M. Herlihy, secretary of the City Planning Board; Roger W. Babson; Ellerton J. Brehaut, manager of the civic bureau of the Chamber of Commerce; Professor Carroll W. Dotten of the economics department of M. I. T.; City Clerk Wilfred J. Doyle; Clement Hernandez of the Massachusetts Real Estate Exchange; Professor William B. Munroe, Harvard expert on municipal government; Frederic S. Snyder, former head of the Chamber of Commerce; March G. Bennett, James P. Balfe, W. H. Ballard, Thomas H. Reed, Dean Wallace B. Donham of the Harvard Business School, and W. J. Barrett of the Metropolitan Life Insurance Company.

Surprised at Opposition

Commenting on his own bill, which seeks the creation of a Greater Boston advisory board of Mayors and Selectmen chairmen to study and make recommendations to the Legislature, the Mayor last night expressed surprise at the opposition of public officials of nearby towns to the simple proposal.

"It is unfortunate," he said, "that they do not realize that the adjoining cities and towns provide homes for Boston workers and that when Boston is not prosperous they cannot pay their bills, and so must go to smash."

"In the census," the Mayor said, "we are now the ninth city, having recently been outstripped by Cleveland, and there is no reason to believe that we will not eventually land in 20th place unless there is some sort of co-operation among the cities and towns of the metropolitan area."

"Any time that an industrial leader is seeking a location," explained the Mayor, "he investigates the standing of the city in the matter of population as well as in rail facilities, municipal services and, of course, taxes."

"If the opportunity presents itself for him to locate in one of the first five cities, he is going to give preference to one of the cities with such standing. Co-operation would raise us from ninth to fourth place, from a city of 800,000 inhabitants to a city with a population of over 2,000,000. By refusing to co-operate, it is only a question of mathematics when permanent injury will be done to our industries and to our commerce."

"Today we have more than a theoretical metropolitan Boston, as is revealed in the application of our police, water, sewer, park and highway services. There can be no injury result from my plan for co-operation and there is probability of a great deal of good in it."

"It is the least objectionable of all plans which have been suggested," said the Mayor, "and it has been suggested because there is no attempt to take away the powers, responsibilities and authority of a single individual community. The idea is limited entirely to health, police, and fire."

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GLOBE 1/18/31

mouthful of words and chew them till they sputtered flames was considered a record—though there's never been a record invented that could hold all Leo had to say, once he shifts into high.

You may doubt this next—lots of people do—but for all that it's a story some pre-war B. C. men tell.

They say that Leo was just getting his second wind one day—already the roof was beginning to vibrate—when he came to a point he wanted to emphasize. He did, and the boom could have been heard three blocks.

An alarmed student dashed into the room.

"What's the matter?" he demanded. "Is it something serious?"

"I'll say it's something serious," sighed one of the classmates, listening to Leo do his stuff. "It's Leo Birmingham—laugh that off!"

There are those, nowadays, who contend that Leo Birmingham imitates James Michael Curley. Well, all right. He does. What of it? Give the young man credit. He picked a good man to imitate.

Leo learned some years ago that Boston's Jim had not always been a good speaker—at least, that there had once been a day when his voice lacked the rich, sonorous quality that it has now. He learned that Mr. Curley had a double voice—tones that could be either loud and deep or higher and soft. He learned, moreover, that Mr. Curley brought those deep tones from his stomach.

Leo simply tried the same thing. It worked.



A late and favorite photograph of Leo Michael Birmingham, representative extraordinary, as he looks today on the firing line for Governor Ely in the State Legislature.

CARDINAL O'CONNELL OFF FOR BAHAMAS TODAY

Distinguished Group of Catholic Clergy and Laymen Including Mayor, Wish Him Bon Voyage



MAYOR CURLEY AMONG GROUP SEEING CARDINAL O'CONNELL OFF
FOR BAHAMAS

Left to Right—Mayor Curley, Miss Mary Curley and Miss Loretta Bremner of Chicago

A distinguished group of Catholic clergymen and laymen gathered at Commonwealth Pier this morning to bid bon voyage to His Eminence, Cardinal O'Connell, who sailed on the steamer Lady Somers for a month's rest in the Bahamas. Accompanying the Cardinal were Rt Rev Mgr M. J. Splaine, pastor of St Mary's Church, Brookline, and Rev Joseph F. Copinger, pastor of St Augustine's Church, South Boston.

Mayor Curley, his daughter, Mary, and Miss Loretta Bremner of Chicago, fiancée of the Mayor's son who died recently, were received by the Cardinal in his suite.

The Cardinal was delighted to hear of the improvement in Maj Gen Edwards' condition and said they had all prayed for his speedy recovery. He said he would disembark at Nassau and would spend his entire vacation in the Bahamas, returning to Boston probably on the same steamer.

Among those in the party to see the Cardinal off were Joseph E. O'Connell, his nephew; John J. Ryan, Rt Rev Mgr Richard S. Habelin, Vicar General of the Boston archdiocese; Col Francis V. Logan, Joseph A. Tomesello,

Raymond Ilg, Rt Rev Mgr Francis A. Burke, the Cardinal's secretary; Rev Francis L. Phelan, Councilor Clement Norton, William J. Cooney, Hon Joseph O'Connell, Thomas J. A. Johnson, official greeter of the city and member of the Port Authority, and Charles E. Ware Jr of the Port Authority.

The Lady Somers, in command of Capt B. W. C. Manning, arrived at Commonwealth Pier at 8 a m from Halifax and remained until shortly after 10 a m, when she departed for Bermuda, Nassau and the West Indies. She debarked six passengers from Halifax and embarked 75 cruise passengers. Seventeen Canadians were also on board.

Among the Boston passengers were Dr R. W. Dwight, Col P. A. Harris, H. Follen, J. P. Gardner, Dr C. Graves, Harry V. Lawrence, Mr and Mrs A. G. Mitten, Miss C. B. Runkle, Miss A. M. Woodbury, Mrs Clifford Cook, Albert Coudray, Mrs Vina M. Barnes, Mrs C. H. Farnham, Mrs Frank R. Filter and G. Lennan.

The Lady Somers is one of the fleet of the Canadian National Steamships, which recently inaugurated a series of cruises from Boston to Bermuda and the West Indies.

Gov. Ely's "Right Hand Man" Makes Sacred Cod Tremble

Stirring True Stories of Leo Birmingham, "Dark Tiger" of Democracy and Minority Floor Leader of House---They Call Him the "Second Curley," and Here's Why



Representative Leo Michael Birmingham at the time of the World war. He rose from a seaman to an ensign.

BY J. R. MILNE

Under the Sacred Codfish startled heads turn, wide eyes gape. There's a sudden hush, a sudden buzz, and then the hush again.

Out in the House lobby feet stir about. Amazed men hustle across the tiled floor, and a dozen of the curious scamper up the stairs to the House balcony to get a peck at the goings-on.

"What's Mayor Curley doing up here today? . . . Didn't know he was slated for anything! . . ."

On the floor of the House there's a tallish man standing—a man with hair that's as near to jet black as coal itself. A tall, slim man . . . Well, maybe not so slim—though not stout, either. In days back, you can see, he was downright slim. Now he's filling out a little. Just proper man-size he strikes you, standing there: the trim and active figure of a fighting man.

Old-timers in the House lean back and smile. They know. The newcomers, of course, are bound to get fooled. It has always been that way.

No, it's not Jim Curley. He has the voice of Curley. He has the force

of Curley, he commands attention as Jim Curley has commanded attention throughout his career.

Bring back to duty that Father Time who quit his job 20-odd years ago and you might even—at a distance—mistake the look of him for Curley; but that's a bit far-fetched.

"It's the Second Curley," any old-timer in the House will tell you. "It's Leo Birmingham, Democratic floor leader. He's Ely's right-hand man these days."

Take a Look!

It's no imaginary scene, that. Several times in the course of the past year, if you had happened into the House lobby on a day when Leo was holding forth, you would have witnessed it with your own eyes—and no

doubt you yourself would have headed for the gallery to be in on the fun. For the oratory of a Curley is enough to make anyone stop and listen—even a Republican.

Thus far, to be sure, Leo Birmingham has not fluttered the hearts of the House under our new administration. He has yet to make a speech for an Ely measure. And so that speech I have quoted from the old-timer is only partly true—composite, let's say. They have been talking about Birmingham of Brighton, the Democratic floor leader, and Second Curley, for two years, now; but his importance to the administration of Joseph B. Ely began, naturally, with the recent inaugural.

Take a look at him some day, you voters. Come up to the State House and watch your Legislature in action. Pick out Leo Birmingham by that black hair, the gray suit (if he's wearing it that day), and the handsome face with the alert eyes that add the impression of everlasting vigor.

Leo and Dukes

Years ago—oh, quite a number of years ago, but not so many but what you wonder why Leo is still a bachelor. What's the matter with girls, these days, when they let such young men roam loose, without a proper matrimonial halter?—Years ago Michael Birmingham's son began his double career at the Bennett Grammar School.

He studied the lessons the teacher taught him, and he studied the use of his dukes, which the teacher did not teach.

"They called him the Strong Boy," Pete Fitzgerald told me. Peter Fitzgerald, Representative in the Massachusetts General Court from the 13th Suffolk. He's Leo's pal.

Maybe it was confidential. The saints help Pete if it was. Because he went on to reveal the fact that Leo Birmingham started fighting at quite an early age. There was a scandalous number of

black eyes in the Bennett School during the years Leo was there.

"The important thing," said Pete, "is that Leo, as the years went on, had the good sense to put through a merger of his fists and his brain. When you grow up it isn't polite to fight with your fists, except in the movies; but there's never been a law passed against intelligent courage! You'll want more than two words to describe Leo Birmingham, of course, but if you did happen to be very short of space, those two would fill the bill. How that man can battle for what he wants!"

After grammar school, Leo went to B. C. H. and then to Boston College. He played third base there. I tried to talk those old days over with him in the House reading room, but Leo was stumped. He's punk on anecdotes, he says—no good at telling interesting stuff about himself.

In the Navy

"All I remember," he said, "is that it was a whale of a team, even with me as a handicap. We used to take on the Lexington Minute Boys and the Newton Catholic Club, and other fast amateur teams. But there's no sensation in a man having played baseball in his college days, is there? Then I organized the Elko football team, playing local outfits."

"Halfback?" said I. "Manager. I didn't play. I wasn't big enough." Leo thought this last over and then he amended: "Change that. I couldn't play football, that was the truth of it."

If Leo Birmingham, in his own mind and speech, capitalize such words as People and Labor, there's a good reason. For Michael Birmingham, the dad, was one of the pioneer labor men of Boston. And when Leo was at B. C. he vacationed as a cable worker with the telephone company. Maybe he'd have preferred taking his tan at the beach, but he must have liked cable work fairly well, because he kept at it, after graduation, until the war was announced.

"The less said about the war the better," he regretted. "I didn't get overseas."

Leo puts things like that. What more could you ask of a man than that he tried? But all Leo Birmingham can see is that he didn't make France, wasn't torpedoed. I think the trouble is that he's a fighting man—and he feels he was gypped.

He went into the navy when war was declared—as a second-class seaman—and he stepped out some time later, when stepping out was the correct order of the day—as an ensign.

Very, Very Serious!

When he was at B. C., Leo was vice-president of the Fulton Debating Society, and the way he could pick up a

Mayor Joins in Sendoff to Cardinal



MAYOR CURLEY

MISS MARY CURLEY

MISS LORETTA BREMNER

MAYOR CURLEY, his daughter, Mary, and Miss Loretta Bremner, fiancée of the late James M. Curley, Jr., joined with hundreds of Boston laymen and clergy in bidding Car-

dinal O'Connell "bon voyage" as he sailed from Boston today for his annual vacation at Nassau. Mayor Curley, his daughter and Miss Bremner are shown leaving the steamer.

man left the city for a similar voyage to the West Indies, which kept him away from home two months. This year he will stay one month, all of which time, he said, would be spent in the Bahamas.

TIRED FROM DUTIES.

Although in excellent health to present, the cardinal is fatigued from his arduous duties in the Boston archdiocese.

Cardinal O'Connell is very fond of water travel. He said he enjoyed Nassau so much during his last visit that he decided to return and stay there for his entire vacation.

Hundreds Bid Cardinal 'Bon Voyage' on Cruise

Mayor Curley and his daughter, Mary, and Miss Loretta Bremner were among the large group of leading Catholic laymen and clergy of the archdiocese who gathered at Commonwealth Pier today to bid Cardinal William O'Connell bon voyage as he sailed on the Lady Somers for Nassau, Bahama Islands.

PRAYS FOR EDWARDS.

Among his last words before the ship sailed was an expression of a hope that Gen. Edwards, lying ill at the Phillips House, will speedily recover his health.

"I want specially to be remembered to Gen. Edwards," His Eminence told newspapermen. "I hear that he is getting better. We all prayed for his recovery and I trust that God will give him back his excellent health."

He was given a rousing sendoff when the steamship cast off for the voyage soon after 10 o'clock.

Hundreds of prominent laymen and priests of the archdiocese had gathered to wish him God-speed on his journey. His stateroom was piled high with choicest flowers from well wishers.

The Cardinal boarded the Lady Somers at 8:30 o'clock to avoid the large crowd that gathered later.

He was accompanied by the Rt. Rev. Mgr. Michael J. Spillane, D.D., pastor of St. Mary's church, Brookline and the Rt. Rev. Joseph F. Ceppinger, I.P.P., pastor of St. Augustine's church, South Boston.

The party was received at the pier by City Councillor Clement A. Norton who is also superintendent of Commonwealth Pier.

CROWD GATHERS.

An hour before the ship sailed the crowd, which included many priests, had gathered at the pier.

At approximately the same time last year Boston's renowned church-

CURLEY NAMES TWO VOTE REGISTRARS

Mayor Curley yesterday appointed a Democrat and a Republican as assistant registrars of voters John A. Mayr of Atherton st., Dorchester, was the Democratic appointee and George R. Nichols of Francis st., Roxbury, the Republican representative. They will receive salaries of \$1600 a year. Under the law each party must be equally represented on the board of regis-

BEALE OFFERS BOROUGH BILL

Measure Provides President and Council for Greater Boston

OFFICERS WOULD BE CHOSEN BY DISTRICT

A bill providing for the creation of a Greater Boston, governed by a president and a council was filed in the Legislature yesterday for Prof. Joseph H. Beale, chairman of the mayor's metropolitan planning commission, by Representative Robert V. Lee of South Boston.

Under Prof. Beale's bill the president of the proposed Greater Boston would be elected by the voters of the various communities and would hold office for four years. The council would be composed of one member from each borough of the enlarged municipality, one additional member for each 25,000 population and a metropolitan Boston commission consisting of four members of the metropolitan district commission and the president of the entire area.

COUNCIL VETO POWER

The council would have a veto power over the president by a two-thirds vote. The president would be empowered to appoint an auditor, treasurer and counsel for metropolitan Boston and other officers created by the council.

Prof. Beale, at his home in Cambridge last night, said he is unable to predict how his measure will be received but was emphatic in pointing out that the bill merely takes the power of the metropolitan district commission out of the hands of the Legislature and places it under the control of the people in the affected communities.

"The commonwealth is now running the affairs of the metropolitan district and the proposed bill would merely put the authority in the hands of the people of the district," Prof. Beale said.

"I understand that considerable objection was raised to Mayor Curley's bill because it was thought that local powers would be taken away. Under the bill filed for me, however, there wouldn't be the slightest change in any local government. Mayors would be elected, as would members of boards of selectmen.

"The new metropolitan city is not a substitute for any single function of the present cities and towns in that area. It is a substitute only for the functions of the metropolitan district organization."

Inasmuch as Mayor Curley's bill which would preserve the corporate individuality of every city and town affected, is opposed by most of the cities and towns surrounding Boston, it is expected that the measure sponsored by Prof. Beale will meet the violent opposition of the communities in metropolitan Boston.

LEGISLATIVE FUNCTIONS

The council, under the proposed bill would be required to exercise all the legislative functions of the government to act on all appropriations for the maintenance of departments, authorize issuance of bonds for improvements, to adopt rules governing its proceedings, to elect a chairman, to fix the salaries of the president, members of the commission and other officials created by it, and in general to have full legislative powers in relation to the affairs of the metropolitan Boston as conferred by the state generally on cities and towns.

Further, Prof. Beale's bill provides that it shall be the duty of the commission to exercise full executive control of the organization, maintenance and direction of the several departments outside of those created by the council. The commission would be required to submit to the council a budget annually together with recommendations for improvement of conditions, extensions of public works, creation of new departments or expansion or consolidation of those already existing; to exercise all the functions and powers now conferred on the metropolitan district commission, the metropolitan transit commission, the Boston Port Authority.

For the support of the new government, the bill provides there shall be allotted and paid into the treasury of the same by each city and town a sum equal to the amounts now paid by each city and town for the support and maintenance of all the functions now taken over by the metropolitan Boston, plus all the sums now due and paid by them to the commonwealth for maintenance and interest on account of the administration and construction of metropolitan works now administered by the metropolitan district commission; said sums to be paid out of the revenues now raised by taxation in the cities and towns.

PASSAGE OF LOANS

A two-thirds favorable vote of the entire membership of the council would be required, under the terms of the bill, before any loans could be authorized or bonds issued.

Nominations and election of candidates for president and for members of the council would be accomplished in the same manner as the mayor and city councilmen of Boston are nominated and elected, provided that members of the council elected from Boston would be nominated and elected in the representatives' districts, each district to elect the same number of members as are now sent to the Legislature, with further provision for the election at large of such additional members as may be necessary to make up the full number which the city is entitled to.

The first meeting of the commission would be held in the metropolitan district commission's building, Boston, on the first Wednesday in January in each year and monthly thereafter. All officers of the council would serve for two years.

All interest on metropolitan district bonds, all sinking fund requirements and redemption funds and other like payments, the bill further provides, made by the state for and on account of the district shall be charged to and collected from the metropolitan Boston and the several cities and towns would be directed to make all such payments required for district operations to the enlarged city and not to the state treasurer.

Still another provision of the Beale bill would transfer all the employees in the metropolitan district commission, transit commission and board of port authority to the new governmental body with the same civil service protection.

addition, all the property of the metropolitan park, sewer and water districts, the metropolitan transit commission and the port authority board would be transferred to metropolitan Boston.

Provision is also made in the Beale measure for referendum votes on signed petition of 100 voters of any borough. The act, it is proposed, would become effective on its passage.

GLOBE 1/18/31 MAYOR AT LYNN OPPOSED TO CURLEY MERGER PLAN

LYNN, Jan 17—Mayor Manning stated today that he would strongly oppose any move to have this city incorporated with Boston, as suggested by the proposal of Mayor James M. Curley, who submitted such a resolution to the Legislature yesterday.

Mayor Manning classes this latest plan "to knit more closely the communities around Boston" as a "wedge," eventually to bring the area all under Boston jurisdiction. He stated that he was open to conviction, but that in the face of the evidence, as he saw it, the proposal only furnished an extra pocket in which Boston could dip its hands for the financing of its many projects.

He added that the city of Lynn is not connected with the Hub geographically, nor does this gateway to the North Shore depend on metropolitan Boston for its water or sewerage systems, and it operates its own Police and Fire Departments, which, he said, as far as Boston is concerned, could not be improved.

MILK CONTRACTS FOR CITY INSTITUTIONS APPROVED

Contracts for milk for the Boston City Hospital, Boston Sanatorium and Long Island Hospital were approved yesterday by Mayor Curley. Previous contracts were made in September to Tierlihy Bros. Inc. for the City Hospital, and to the Turner Center System for Long Island and the Sanatorium. Voluntary reductions of 1½ cents were made for City Hospital supply during the contract term, and the renewal shows a further drop of one-half cent a quart making two cents per quart less than the September quotation.

Other concerns supplying institutions did not reduce prices, and the contracts for the Sanatorium and Long Island were readvertised. The contract to March 31 was awarded to the Turner Center System and will result in a saving of approximately \$707.53 in the Sanatorium Division and \$1368.15 for the Long Island Hospital.

CURLEY BILLS FOR VETERANS FILED

Washington, Jan. 17—Rep. John W. McCormack, at the request of Mayor Curley of Boston, today filed four bills, the most important of which provides for an allowance to be paid to widows, children and dependent parents of World War veterans.

A second bill provides for an increase in the present disability allowance to veterans. Another provides extra consideration for veterans receiving disability allowance who are helpless or blind or may require attendance of another person. A fourth bill grants to widows or dependents of non-service-connected persons the right to pension.

1/19/31

No Annexation in Plans for a Greater City

Bills of Curley and Prof. Beale Are Mildest Ever Presented

Though the bills of Mayor Curley and Professor Joseph H. Beale of the Harvard Law School for a Greater Boston are the mildest ever presented to the Legislature in that instead of providing for annexation of the cities and towns of the Metropolitan district they lay a groundwork for future consolidations, the usual contest is expected when the hearings are held at the State House. Already, opposition has developed among the municipal officials, even though some of them admit that they are not well acquainted with the provisions. A Greater Boston municipal corporation is the aim of both measures. Mayor Curley would vest in a governing board the administration of the police, fire, health, hospital, traffic and certain taxation duties, while the bill filed by Professor Beale would vest in a commission and council the powers which are now exercised over the parks, water supply and sewerage by the Metropolitan District Commission, and the powers invested in the traffic commission and the Boston Port Authority.

Therefore, as Mayor Curley has pointed out, neither bill takes from the various cities and towns any of the powers they now possess, the powers taken being those exercised by the bodies created by the Legislature.

Provides for a Council

Under the terms of the Beale measure, the president of the proposed Greater Boston would be elected by the voters of the various communities and would hold office for four years. The council would be composed of one member from each borough of the enlarged municipality, one additional member for each 25,000 population and a metropolitan Boston commission consisting of four members of the Metropolitan District Commission and the president of the entire area.

The council would have a veto power over the president by a two-thirds vote. The president would have authority to appoint an auditor, treasurer and counsel for metropolitan Boston and other officers created by the council.

The council would be required to exercise all the legislative functions of the government, to act on all appropriations for the maintenance of departments, authorize issuance of bonds for improvements, to adopt rules governing its proceedings, to elect a chairman, to fix the salaries of the president, members of the commission and other officials created by it, and in general to have full legislative powers in relation to the affairs of the metropolitan Boston as conferred by the State generally on cities and towns.

The measure provides also that it shall be the duty of the commission to exercise full executive control of the organization, maintenance and direction of the several departments outside of those created by the council. The commission would be required to submit to the council a budget annually together with

recommendations for improvement of conditions, extensions of public works, creation of new departments or expansion or consolidation of those already existing; to exercise all the functions and powers now conferred on the Metropolitan District Commission, the Metropolitan Transit Commission, the Boston Port Authority.

For the support of the new government, the bill provides there shall be allotted and paid into the treasury of the same by each city and town a sum equal to the amounts now paid by each city and town for the support and maintenance of all the functions now taken over by the metropolitan Boston, plus all the sums now due and paid by them to the Commonwealth for maintenance and interest on account of the administration and construction of metropolitan works now administered by the Metropolitan District Commission; said sums to be paid out of the revenues now raised by taxation in the cities and towns.

As in Boston Elections

A two-thirds favorable vote of the entire membership of the council would be required before any loans could be authorized or bonds issued.

Nominations and elections of candidates for president and for members of the council would be accomplished in the same manner as the mayor and city councilmen of Boston are nominated and elected, provided that members of the council elected from Boston would be nominated and elected in the representative districts, each district to elect the same number of members as are now sent to the Legislature, with further provision for the election at large of such additional members as may be necessary to make up the full number which the city is entitled to.

The first meeting of the commission would be held in the Metropolitan District Commission's building, Boston, on the first Wednesday in January in each year and monthly thereafter. All officers of the council would serve for two years.

All interest on metropolitan district bonds, all sinking fund requirements and redemption funds and other like payments made by the State for and on account of the district shall be charged to the district and collected from the metropolitan Boston and the several cities and towns would be directed to make all such payments required for district operations to the enlarged city and not to the State treasurer.

Still another provision of the measure would transfer all the employees in the Metropolitan District Commission, Transit Commission and Board of Port Authority to the new governmental body with the same civil service rating. In addition, all the property of the metropolitan park, sewer and water districts, the Metropolitan Transit Commission and the Port Authority Board would be transferred to metropolitan Boston.

Provision is also made in the Beale measure for referendum votes on signed petition of one hundred voters of any borough. The act, it is proposed, would become effective on its passage.

GLOBE 1/19/31

MAYOR WILL GO TO WASHINGTON

Governors Island Project to Be Discussed

Accompanied by Chairman Peter F. Tague of the Election Board; Park Commissioner William P. Long and Thomas J. A. Johnson of the Board of Port Authority, Mayor Curley will leave for Washington tomorrow in connection with the Governors Island plan and other matters of importance.

Recently the Mayor was informed by Congressman James that he personally should appear before the committee in Washington and that speedy action probably would result.

The Mayor will be a guest at dinner of Senator Shipstead and others interested in the Mississippi River project. He will also confer with Congressman McCormack on the matter of Soldiers' Relief.

Senator David I. Walsh, according to the Mayor, has agreed to present the latter's Federal Industrial Planning Board idea.

Transit Term Amendment

An amendment to the ordinance fixing one year as the term of office in the Transit Commission was sent to the City Council by Mayor Curley today. He believes the term should be for three years.

Dunbar-Av Playground

Mayor Curley today addressed a communication to the School Board, asking for early action in the transfer of the Dunbar-av Playground to the Park Department. It is said that at a recent conference the transfer was agreed upon, but in order for improvements to begin action is necessary.

Additional Loan Orders

Additional loan orders, amounting to \$150,000, were sent by Mayor Curley today to the City Council. The orders are to care for improvements at Billings Field, West Roxbury; Healey Field, Forest Hills; Stanley Ringer Field, Allston; Smith Pond, Hyde Park; Wellington-st Playground, East Boston, and Mary Hemenway Field, Dorchester. Each order is for \$25,000.

TRAVELER 1/19/31

Prof. Beale's Greater Boston

MAYOR CURLEY has one plan for a Greater Boston. Prof. Joseph H. Beale, chairman of the mayor's metropolitan planning board has another. Both bills are before the Legislature, which must grant permission before either is adopted.

Mayor Curley's plan appears better to meet the objections even now offered by some residents of the towns and cities concerned. In brief, his bill calls for the cities and towns of metropolitan Boston retaining their local control and at the same time co-operating in measures that affect their general welfare.

Prof. Beale's plan is similar in some respects, but would bind the cities and towns much more closely together. He would place Greater Boston under control of a president and commission, the commission to be elected somewhat as we elect members of the Massachusetts House of Representatives. Mayor Curley's Greater Boston governing board would be made up of the mayors and boards of selectmen of the cities and towns.

Both may be rejected, but if one should be accepted, we expect it will be Mayor Curley's, because his is less offensive to persons who take pride in their local governments. Mayor Curley's plan might be adopted as an entering wedge to be followed some years later by Prof. Beale's project. It may be argued that in this case we should adopt Prof. Beale's plan now. Perhaps we should, but perhaps, too, the people are not ready for it.

F. E. SLATTERY SERIOUSLY ILL

Little Hope Held for Former Schoolhouse Commission Chairman

The condition of Francis E. Slattery, papal knight of the holy sepulchre and former chairman of the Boston schoolhouse commission, who is seriously ill at the Cardinal O'Connell House of St. Elizabeth's Hospital, remained unchanged today, according to reports from the hospital.

Slattery was taken to the hospital following a series of heart attacks since Saturday. He was resting comfortably but physicians in attendance were not optimistic.

His wife, Mrs. Lillian Slattery, president of the League of Catholic Women, spent the greater part of the night at his bedside with other members of the family. He was removed to the hospital yesterday.

He was first stricken at his home 720 Washington street, Brighton, at 6:30 A. M. Saturday, the initial attack being followed by several others which left him in an exhausted condition.

Mr. Slattery is 56 years old and is well known as an attorney in Boston. In 1929 he was mentioned as a candidate for mayor, but would not consider running. In the same year, on the recommendation of Cardinal O'Connell, he was knighted by the Pope. He was a member of the transit commission under Mayor Curley and under Mayor Nichols was chairman of the schoolhouse commission.

MAYOR TO URGE AIRPORT PLAN

Appears Before Congressional Committee Tomorrow to Urge Project

Mayor Curley will go to Washington tomorrow to urge the congressional committee on military affairs to hasten the transfer of Governor's Island to the city to permit extension of the airport.

Congressman James, who visited Boston last week, asked the mayor to appear before the committee to explain the plans of the city and he declared that he was satisfied that favorable action could be obtained in 10 days. The mayor will also devote attention to other bills in which he is interested during the visit, which will probably cover the remainder of the week.

He has a dinner engagement with Senator Shipstead to discuss the Mississippi river valley development and with Senator Walsh, who is ready to present to the Senate the mayor's bill for the establishment of a federal industrial planning board.

\$150,000 SOUGHT FOR PLAYGROUNDS

Mayor Recommends That Sum to Council

Mayor Curley today recommended to the city council expenditures of \$150,000 for improvements at six playgrounds. A loan order of \$25,000 was submitted in each case. The mayor make known his intention to spend such sums at Billings Field, West Roxbury; Healey playground, Roslindale; Stanley Ringer playground, Allston; Smith Pond playground, Hyde Park; Wellington street playground, East Boston, and Mary Hemenway playground, Dorchester.

The mayor also wrote to the school committee today asking for speedy action towards the creation of joint control of the Dunbar avenue playground, Dorchester. Some time ago the school committee agreed to give the park department a share of control and Park Commissioner Long agreed to spend much money improving the playground. The mayor is anxious to have the work started.

GLOBE 1/19/31

GROUP OUSTED BY CURLEY

Demand Jobs—Told to Go Back to Moscow

A group visited Mayor Curley at City Hall this afternoon, demanding that something be done about getting them work.

Mayor Curley declared that if there was anyone in the group who had a suggestion to offer as to how he could procure them work he would do it.

There was no response from the group. The Mayor then singled out Harry Cantor in the group and put the question to him directly. Cantor did not reply.

The Mayor, then becoming riled, ordered the group out of the building, suggesting that they go back to Moscow. Before leaving the Mayor's office, the Mayor asked Stanley Johnston, one of the group, if he found more profit in lecturing than in working. Johnston stated that he did no lecture.

"It has been a long time since we have been in this office," said one of the group.

"Yes, and it will be a long time before you will come in here again," retorted the Mayor.

MAYOR CURLEY GOES TO WASHINGTON TO SPEED AIRPORT ACTION

TO BE GUEST OF SENATOR SHIPSTEAD

Mississippi River Plan to Be Boomed and a Federal Planning Board

Mayor Curley leaves for Washington tomorrow to lend his active support to a number of measures affecting Boston, which were recently submitted to the Federal authorities.

Most important of them is the proposed annexation of Governor's Island by the city to enlarge the East Boston airport. The mayor said he has been informed the congressional committee on military affairs will take definite action on the matter within 10 days if he appears there and urges them to do so.

GUEST OF SHIPSTEAD

During his visit the mayor will be the guest of Senator Shipstead at a dinner of senators and congressmen who are interested in his plan for the development of the Mississippi river and the creation of an inland empire.

He will also arrange with Senator David I. Walsh for the presentation of his bill to create a federal industrial planning board whose purpose would be to prevent the recurrence of periods of depression.

CARE OF VETERANS

The mayor will confer with Congressman John W. McCormack of Dorchester on plans to have the national Government increase pensions now paid disabled soldiers and in that manner relieve the cities and towns of the Commonwealth of the burden of caring for needy veterans and the widows of those who have died since the cessation of hostilities.

The mayor will be accompanied by Peter F. Tague, chairman of the Election Commission; Thomas J. A. Johnson of the Board of Port Authority and official city greeter and Chairman William P. Long of the Park Commission. He plans to return to City Hall on Monday.

SLATTERY HAS GOOD NIGHT

Although his condition is still regarded as critical, Francis E. Slattery, papal knight of the Holy Sepulchre and widely known Boston attorney, was reported to be resting comfortably today at the Cardinal O'Connell House, St. Elizabeth's Hospital.

Mr. Slattery, who at one time served as schoolhouse commissioner, was stricken with a severe heart ailment early Saturday and other attacks followed yesterday.

His wife, Mrs. Lillian Slattery, president of the League of Catholic Women, was at his bedside last night with other members of the family. Physicians say there is a slight chance of recovery.

Slattery lives at 720 Washington st., Brighton. He is 56 years old. In 1920 he was mentioned as a candidate for mayor, but would not consider the proposition. In 1929 he was knighted by the Pope on recommendation of Cardinal O'Connell. He served as a member of the transit commission under Mayor Curley, and later was chairman of the schoolhouse commission under Mayor Nichols.

Mayor Seeks Action on Land Transfer

The Boston school committee was today requested by Mayor Curley to take early action on plans to transfer land now controlled by that body in Dunbar ave., Dorchester, to the park department in order that work may begin at once on construction of a playground there. The mayor said that he is desirous that there be no further delay on the matter because he was anxious to provide employment for a number of jobless.

REDS HALTED AT CITY HALL

Police dispersed about 200 radicals in front of City Hall today after denying them permission to enter the building to demand a \$15 a week dole for the jobless from the City Council and the mayor.

Arriving at the School st. building after proceeding from Harrison ave. headquarters in small groups, the radicals were met by Police Supt. Michael H. Crowley, Capt. Martin King and 15 uniformed officers.

Inside the building approximately 100 other policemen in uniform or plain clothes were waiting, in case of serious trouble.

Supt. Crowley told the leaders the mayor was willing to hear their pleas but that the crowd, which stood in the street, partially interfering with traffic, would have to be dispersed first.

The leaders went into conference and while they were still talking it over the crowd started singing and hurling abuse, whereupon the superintendent ordered Capt. King to disperse them, which was promptly done.

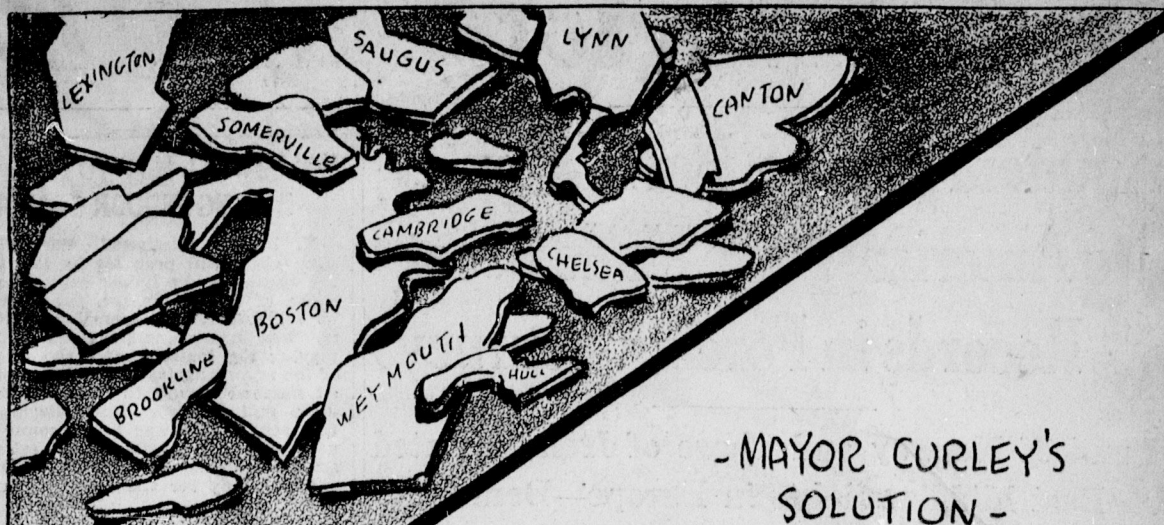
The driving rain had much to do with taming the throng, half of whom were women. They retreated slowly to Washington st. and there broke up into small groups. Some circled to the City Hall annex on Court st., where Lieut. Grace and another squad of police kept them moving.

Several of the leaders, including Samuel Winn and Harry Canter, according to the police, remained to appear at the City Council meeting. Canter is the man who served a term for carrying a placard denouncing former Gov. Alvan T. Fuller at the time of the execution of Sacco and Venzetti.

HERALD 1/19/31

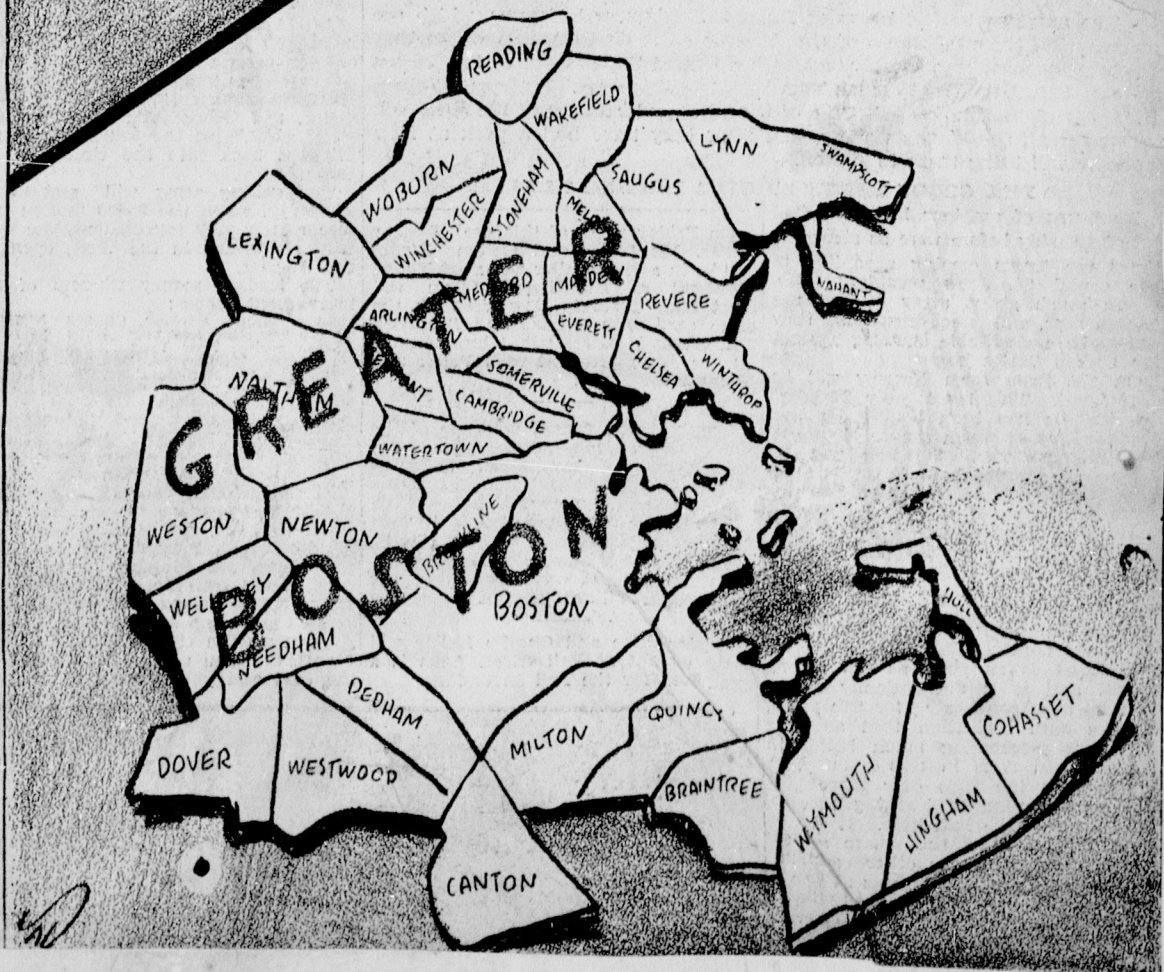
Puzzle

By Sav



- BOSTON AND ITS
SUBURBS -

- MAYOR CURLEY'S
SOLUTION -



GREATER BOSTON PLANS

Two questions must be answered by all who advocate any plan for the creation of a Greater Boston. One—What are the advantages of the proposed plan? Two—What are the objections to it? As to the latter question, both the bill of Mayor Curley and that of Prof. Beale of the Harvard law school, for the preparation of which March G. Bennett was largely responsible, are objected to almost entirely on the theory that they are a first step towards annexation; that loss of identity and independence is threatened.

As to the first question, the great gains would be the official recognition of the prestige of a community of 2,000,000 people, the fourth city in the United States; and increased efficiency in the administration of certain services common to all the forty-three towns and cities of the metropolitan district.

Can we get these gains without disturbing that local autonomy and home control of home affairs of which our cities and towns are so proudly tenacious?

The answer must be found in an examination of the contents of the two bills. Each contemplates the creation of a Greater Boston municipal corporation. Such a legal entity would automatically compel recognition in future population counts of the rank among American cities to which we are entitled.

Each bill calls for the establishment of a board for the management of certain affairs which would be placed under their jurisdiction. The mayor's bill would vest in a governing board the administration of the police, fire, health, hospital, traffic and certain taxation functions. The Beale-Bennett bill would vest in a commission and a council the powers which now are exercised over parks, water supply and sewerage by the metropolitan district commission, and the powers vested in the newly established traffic commission and the Boston port authority. This plan does not take from any of the forty-three metropolitan communities any power it now possesses. The plan takes the powers now exercised by bodies created by the General Court and puts them into the hands of new governing bodies, elected by the people of the district.

The mayor's bill provides that a governing board shall be made up of the mayors and chairmen of selectmen of the forty-three communities involved, so that, for example, when Somerville or Cambridge elects a mayor, he becomes automatically a member of this board. The other bill provides for the election of a council, with one member at least from every city or town, whatever its population, with such a graduation that the larger communities would have about one member for every 25,000 of population. It figures out that Cambridge would have six members, for example, and Boston would have 39, elected by representative districts, in the total of 110 members. The bill also calls for a small council of four members and a president. The four members at the outset would be transferred from the metropolitan district commission, and their successors would be elected at the expiration of their several terms. The president would be elected at large by the voters of the district.

It is for the people to study these bills, express their opinions at the hearings, and make up their minds whether the measures contain

any real menace to local institutions. Let us not sacrifice real gains for imaginary dangers. There is no annexation in either plan. Both strive to retain for each separate community its independence. Both plans will stand careful examination. That is what most of all is to be desired, genuine and informed discussion of precisely what is proposed. One of the best comments yet offered is that of Chairman Rowley of the Brookline selectmen, who said: "If some scheme can be devised by which co-operation among the municipalities of metropolitan Boston can be secured and at the same time their political autonomy be forever preserved, I should favor such a plan."

TRANSCRIPT 1/19/31

Curley Will Spend Week in Washington

Mayor Curley will leave tomorrow noon for Washington, accompanied by Peter F. Tague, chairman of the election commission; William P. Long, chairman of the park department, and Thomas J. A. Johnson, member of the Port Authority, to take up several pending questions with members of Congress. He will be away during the week.

Congressman James of Michigan, who recently visited the Airport and was impressed with the possibilities of making it one of the best in the country, informed the mayor that he desired his presence at the hearing to be given by the Committee on Military Affairs on Wednesday, expressing the opinion that favorable action might be taken within ten days on the question of the transfer of Governor's Island to the city. Mayor Curley believes that this transfer should be made at once if favorable action is to be obtained from the Massachusetts Legislature on the bill for an appropriation of \$1,250,000 for extension of the Airport.

The mayor has received an invitation from Senator Shipstead to take dinner with him and several friends and discuss the Mississippi River project, and a communication from Senator Walsh that he will introduce a bill for the creation of the Federal industrial planning commission, which is urged upon Congress by the mayor's conference of economic experts.

The mayor has an appointment with Congressman McCormack on the proposition to change the policy of soldiers' relief by which the Government assumes a larger share of such relief.

ISLAND PLEA TAKES CURLEY TO CAPITAL

Mayor to Present Airport Case to House Members

Special Dispatch to the Globe

WASHINGTON, Jan 19—Mayor Curley is expected in Washington tomorrow to discuss with the Committee on Military Affairs the projected release by the War Department of Governor's Island to the city of Boston for airport purposes.

Recently, Representative James of Michigan, chairman of the House Military Affairs Committee, made a trip to Boston and an inspection of the property involved in the transfer suggested.

Mayor Curley will be accompanied by Chairman Peter F. Tague of the Election Board, Park Commissioner William P. Long, and Thomas A. J. Johnson of the Board of Port Authority. The Mayor will be a guest at dinner with Senator Shipstead and others interested in the Mississippi River project. He will also confer with Congressman McCormack on the matter of soldiers' relief.

GIVES METROPOLITAN BOSTON BILL PRAISE

Conservative and Sane, Declares Mayor Curley

In No Way Interferes With Political Entitles, but Aids, He Says

Mayor Curley yesterday issued the following statement concerning the bill for a Metropolitan Boston filed in the Legislature by Prof Joseph H. Beale:

"The bill for a Metropolitan Boston filed by Prof Joseph H. Beale of Harvard University is the result of nearly a year's study by a conference committee of representative citizens called together by me early last year. I indicated at that time that I had no preconceived ideas on the matter and was willing to make any political sacrifice, if necessary, for the purpose of improving the commercial and industrial standing of this great metropolitan district, and to enable the cities and towns which comprise it to act as a unit in obtaining fair treatment for our ports and railroads.

"The bill as I read it covers the following points:

"The creation of a Metropolitan Boston comprising the 43 cities and towns now in the metropolitan park, water and sewerage districts as a municipal corporation.

"The legislative government to be in the hands of a council which will consist of somewhere between 100 and 120 members, the large majority coming from the cities and towns outside Boston.

"The executive work to be performed by a commission of five members, to consist in the first instance of the present members of the Metropolitan District Commission, but to be replaced as their terms expire by members elected by the council.

"The new Metropolitan Boston to take over the functions now exercised by the Metropolitan District Commission, the Metropolitan Transit Commission and the Boston Port Authority.

"None of the existing city or town governments or functions to be in any way disturbed until such time as they shall vote to turn them over to the metropolitan government, and then only in such cities and towns as shall so vote.

"It is a conservative, sane and well-considered measure, and I believe it should receive the support of every forward-looking organization in these communities. I can see no well-grounded objection to the proposition, especially as it in no way interferes with the various political entities which have for so long governed the people of the district and whose existence they so jealously guard."

CITY CORPORATION COUNSEL AIDS NAMED

Sullivan and Brennan Get Law Posts

Attorney J. Burke Sullivan of 7 Alveston st, Jamaica Plain, yesterday was appointed assistant corporation counsel at \$4500 a year, and attorney John A. Brennan of 282 Bunker Hill st, Charlestown, assistant corporation counsel at \$3500, by Mayor Curley.

Mr Sullivan is the son of John F. Sullivan, attorney, of 40 Court st. He is a graduate of Boston College, 1924,



JOHN B. SULLIVAN

and Boston University Law School, 1927. He is a member of Boston Athletic Association, Bostonia Court, M. C. O. F.; Jamaica Plain Council, K. of C., and Charitable Irish Society.

Mr Brennan was graduated from Suffolk Law School and is a member



JOHN A. BRENNAN

of the Massachusetts bar, associated in practice with his brother, James H. Brennan, at 18 Tremont st.

He entered the employ of the Boston & Maine Railroad in the auditing department after leaving high school, and later became connected with the Federal National Bank of Boston.

Recently he has been connected with the office of the clerk of the Superior Civil Court as supervising clerk.

He is a member of Bunker Hill Council, K. of C., and Hamilton Court, M. C. O. F.

'REDS' RECEIVE GOLD CITY HALL GREETING

Mayor Tells Delegation to "Get Out of Here"

Police Have Easy Time With Communist Group

Police reserves stationed in City Hall yesterday to repel an invasion of the unemployed led by Communist leaders from 22 Harrison av and 93 Staniford st had an easy time, as only about 50 men and women arrived in front of the building.

A few leaders sang songs and harangued and were escorted to Mayor Curley's office by Police Supt Crowley while his officers on the street notified the remainder to disperse, which they did.

The delegation, representing the Unemployed Council of Boston, consisted of Winfield A. Dwyer of Eustis st, Stanley Johnson, 334 Shawmut av; Mary Page, 20, no address, and Harry J. Cantor.

Mayor Curley offered to give Johnson a job but was assured by Cantor the committee did not want jobs for themselves, but for all the unemployed.

Failing to offer Mayor Curley any suggestion to relieve unemployment, the Mayor asked if it was more profitable to lecture than work. That only brought forth denials that they were lecturers, so Mayor Curley characterized the group as "agitators" and said, "Get out of here; go back to Moscow."

From the Mayor's office they went to the City Council, which, in executive session, heard their demands for employment for all the unemployed. Suggestions as to a method, however, were lacking, so the City Council thanked the group for the visit and announced the matter "would be taken under advisement."

Post 1/19/31

SILVERMAN DEFENDS PORT AUTHORITY BOARD

The Boston Board of Port Authority, under fire at a Legislative hearing in the State House yesterday, was vigorously defended by Samuel Silverman, Corporation Counsel, appearing on behalf of the organization and of Mayor Curley.

Mr Silverman's remarks followed an attack by Representative William P. Prendergast of Charlestown, who declared that the board should be replaced by a one-man organization, on the ground that the present body is not sympathetic with the needs of the longshoremen employed on the docks of Boston.

"The legislation under which the board was created was enacted only about a year ago and it was put on the statute books so that the affairs of the port of Boston could be handled by a Governmental agency, as is done in cities competing with Boston for world trade," said Mr Silverman.

"Since its organization the board has been functioning with a celerity that is unusual and Mayor Curley has directed me to take this occasion of appearing and complimenting Louis E. Kirstein and his fellow members of the board on the unselfish service they have given."

Representative Prendergast charged that the board "pays no attention to the welfare of the men employed on the water front, the forgotten ones who have no one to speak for them."

Post 1/19/31

MAYOR FOR PLAYGROUND

Urges One for Central Dorchester District

To provide a playground for the central Dorchester district, Mayor Curley yesterday urged the school committee to transfer to the custody of the park commission vacant land at Dunbar avenue, near the Dorchester High School.

The Mayor explained that he proposed to spend \$100,000 this year on the development of the tract by installing a concrete stadium, locker building, football and baseball fields and tennis courts.

The proposal was also pressed by Councillor Wilson in the City Council session, where he protested that Ward 17 in the Dorchester district was the only section of the city without a playground. At the present time, he said, the land is surrounded by a high fence and the children of the district cannot use it. Through transfer from the school to the park department, he said, the land could be developed into a real playground. The school authorities have taken the matter under advisement.

BIG SAVING BY FREEING OF TRAFFIC

Thoroughfare Plans Advantages to City Explained

The advantages to the port of Boston of the thoroughfare plan, as prepared by the City Planning Board, through speedier movement of freight to and from the various steamship terminals by eliminating much of the congestion in the downtown business, waterfront and warehouse sections, were explained at length to a group of local shipping men yesterday at a conference held in the Custom House.

SAVE \$20,000 A DAY

Representatives of the Maritime Association, the Boston Port Authority, and the Foreign Commerce Club were present, and heard Frederic L. Fay, chairman of the City Planning Board, and Robert Whitten, consultant, outline the so-called "25-year plan."

Mr. Fay declared that Boston can put its cost of distributing goods by about \$20,000 a day, if it will provide adequate street facilities for downtown traffic. A survey of the trucking companies carrying goods over the principal business streets shows an average loss of about three hours per truck per day, due to traffic congestion, and this costs money. "If the port of Boston is to be the asset it should be to the city, it must have efficient traffic access," said Mr. Fay. "At present the average speed of traffic on Atlantic avenue and adjoining streets, when it moves, is hardly more than five miles per hour, and is frequently blocked altogether. Cases have been cited where comparatively short distances have taken much more time than was necessary. From the standpoint of distribution costs alone, it is obvious that radical improvements in street facilities must be made without delay. The central artery, providing an elevated thoroughfare, two ways, with accommodations for three lines of traffic in each direction, is the backbone of the proposed new system, which will provide a connecting link between the radials on the north, south and west, making possible the efficient movement of traffic to the city centre and through it.

No Added Financial Burden

"Unlike the proposal of the Intermediate Thoroughfare of five years ago, the present plan does not call for any special taxes or betterment assessments. A financial programme has been worked out in detail, which, by use of bond issues, will care for the financial burden of the plan."

derived will compensate the people of Boston many times over the amount of interest and sinking fund charges. A bill is now going to the Legislature asking authority for the necessary appropriations to start the Central Artery from Chardon street, through Haymarket square, past the entrance to

the new East Boston tunnel, and in the route of a circle through State street. On the southerly end, it calls for widening of Albany street from Kneeland street to Seneca street, also of Way, Motte and Castle streets to Arlington square. Traffic will move over the new upper level roadway at 40 miles an hour. Ramps will be placed at convenient intervals, where traffic, other than through-way, may descend to the surface. This will provide quick means of deliveries of freight to and from the different steamship terminals in East Boston, South Boston and Charlestown."

Mr. Fay said that when the new system has been completed, and the time is tentatively placed at 1936, his organization will recommend the transfer of the present Boston terminal of the South Ferry division to East Boston from Atlantic avenue to the space between piers 2 and 4, Northern avenue, and that this line will provide accommodations for 2000 vehicles daily from South Boston to East Boston. Another ferry line will be proposed from a point near the Army Base to the airport.

COUNCIL GETS LOAN BUDGET

The City Council committee on finance yesterday received Mayor Curley's 1931 loan budget totalling \$4,117,000 to provide capital improvements throughout the city. Chairman Herman L. Bush of Roxbury announced that the committee would hold hearings on the budget next week.

Among the new items listed in the loan budget yesterday were improvements for playgrounds in six residential sections of the city at a cost of \$150,000. Of this \$25,000 each will be spent at Billings Field, West Roxbury; Healy playground, Roslindale; Stanley Ringer playground, Allston; Smith Pond playground, Hyde Park; Wellington street playground, East Boston, and Mary Hemenway playground, Dorchester.

Post 1/19/31

CALL MAYOR ON AIRPORT EXTENSION

For Transfer of Gov-
ernor's Island to
Boston

Mayor Curley will leave today for Washington where he will spend three or four days in appearances before Congressional committees to urge the passage of legislation for federal improvements affecting Boston.

TRANSFER OF ISLAND

Accompanied by former Congressman Peter F. Tague, now chairman of the City Election Commission; Chairman William P. Long of the Park Commission and Thomas J. A. Johnson of the Port Authority Board, the Mayor proposed to entrain at the Back Bay station at 11:30 this noon.

His sudden decision to go to Washington was prompted by the recommendation of Congressman James, chairman of the House committee on military affairs, who stated that it would be necessary for the Mayor as well as the park commission to appear before the congressional committee to insure the transfer of Governor's Island from the federal government to Boston control so that it might be developed as an extension of the airport here.

Airport Extension

The Mayor now has before the Legislature a bill seeking authority to spend \$1,250,000 to extend the airport and at the same time provide unemployment relief, and the decision of the State will depend in a measure upon whether the government turns the harbor island over to the city for airport purposes.

While in Washington the Mayor will also hold a conference with Senator David I. Walsh, who has agreed to introduce the bill for the creation of a Federal Industrial Planning Board, recommended by the Mayor's conference of economic and college experts to study the cycles of business depression and if possible prevent a recurrence of such economic problems.

For Increased Pensions

He has arranged a conference with Congressman John W. McCormack, who has charge of the Mayor's bill seeking increased pensions for war veterans and aid for their widows and dependents, so that they will not be forced to apply for poor relief from their home cities and towns.

From Senator Henrik Shipstead of Minnesota, the Mayor received an invitation to dinner with a group of Farm-Labor sponsors seeking information in regard to his \$2,000,000,000 proposal for the creation of a central empire through the development of the Mississippi River valley.

CITY POSTS FOR YOUNG LAWYERS

Mayor Appoints Two
Assistant Corpora-
tion Counsel

Attorney J. Burke Sullivan, secretary of the Boston College Alumni Association, was appointed last night by Mayor Curley to serve as assistant corporation counsel in the city law department, at a salary of \$4500.

BOTH APPOINTEES YOUNG

At the same time the Mayor announced the appointment to a similar position of Attorney John A. Brennan of Charlestown, brother of Governor's Councillor James H. Brennan. Both appointees are quite young for the positions but have established records in legal fraternities.

At Boston College, young Sullivan was a leader in the debating societies as well as president of the Dramatic Club and a member of the editorial boards of the college publications. At Boston University Law School, from which he was graduated in 1927, he was a member of the Woolsock Society, comprising honor students.

Both Active in Fraternities

He is the son of Attorney John F. Sullivan, residing at 7 Alveston street, Jamaica Plain, and since his admission to the bar has been associated with Attorney James M. Graham in the practice of law. He is now but 23 years old and in addition to his alumni activities at Boston College he is a member of the Boston Bar Association, B. A. A., Bostonia Court, M. C. O. F.; Jamaica Plain Council, K. of C., and the Charitable Irish Society.

Assistant Corporation Counsel Brennan was graduated from Suffolk Law School and has been supervising clerk in the office of clerk of the Superior Civil Court. He has been active as a member of the Bunker Hill Council, Knights of Columbus, and Hamilton Court, M. C. O. F., is 33, married and has a son, John A. Brennan, Jr., residing at 232 Bunker Hill street, Charlestown.

They will report this morning for service to Corporation Counsel Samuel Silverman.

HERALD 1/20/31

CURLEY TO URGE ACTION ON AIRPORT

Will Ask Favorable Report by
House Committee

Mayor Curley will appear before the congressional committee on military affairs in Washington this week to outline plans for the extension of the airport to Governor's Island and to urge the committee to make a favorable speedy report on the proposal to transfer control of the island to the city.

Congressman James, during an inspection of the island last week, urged Park Commissioner Long to impress upon the mayor the desirability of his appearance before the committee and he asserted that, without question, favorable action could be obtained within 10 days.

The mayor will leave today and will be accompanied by Chairman Peter F. Tague of the election commission, Park Commissioner Long and Thomas J. A. Johnson. They will be away for the remainder of the week, and in addition to attending a dinner on invitation of Senator Shipstead to participate in discussion of plans for the development of Mississippi River valley the mayor will be busy with other matters.

Senator Walsh has agreed to sponsor the mayor's bill for the establishment of a federal industrial planning board, and the mayor will be aided by Mr. Johnson in urging a good-sized appropriation for the improvement of Boston harbor and the Cape Cod canal.

Legislative action upon the mayor's petition for authority to expend \$1,250,000 for extension of the airport may be dependent upon the decision of Congress about control of Governor's Island and the mayor contemplates an appeal for quick action in order that there may be no possibility of an adverse decision at the State House.

PLAYGROUND PLANS ARE GIVEN TO COUNCIL

Plans for playground improvements that Mayor Curley believes should be financed this year were submitted to the city council yesterday in connection with six loan orders aggregating \$150,000.

The mayor plans to divide the money among Billings field, West Roxbury; Healey playground, Roslindale; Stanley Ringer playground, Allston; Smith Pond playground, Hyde Park; Wellington street playground, East Boston; and Mary Hemenway playground, Dorchester.

The mayor asked the school committee to take speedy action on the agreement made several weeks ago for joint control with the park department of the Dunbar avenue playground in Dorchester. The park department is ready to allocate at least \$100,000 for the development of the playground, if the school committee will relinquish much of its control, but as no definite action has been taken, the park department cannot proceed with its plans.

MES M. CURLEY
H DIST. MASSACHUSETTS

COMMITTEE ON APPROPRIATIONS

Congress of the United States
House of Representatives
Washington, D. C.

Post 1/19/31

"REDS" DECLINE PROFFERED JOB

Leaders of "Unemployed" Parade Talk With Mayor---Latter Advises Them to "Go Back to Moscow"



UNEMPLOYED AT CITY HALL GATES

Traffic was halted on School street while scores, described by police as radical agitators, sought to gain admission. They were prevented from entering the building by police.

The parade of the jobless to City Hall, ballyhooed as a "hunger march" and which was expected to revert into one of the usual "red" demonstrations, came to an unexpected climax yesterday afternoon when the leaders were invited in the hall by their "arch enemy," Superintendent of Police Crowley, and granted an interview with the Mayor and a hearing by the City Council.

"BACK TO MOSCOW"

Though their visit with the city officials lasted about two hours the representatives of the "Unemployed Council" appeared to be no nearer accomplishing their main objects—the reduction of the Mayor's salary to \$3000 a year and the establishment of a \$40,000,000 relief fund—than they were when they started from 22 Harrison avenue.

None of the six members of the committee appeared to be interested in securing work for themselves. The Mayor offered one of them a job on the municipal golf course, and in answer to members of the Council, the visitors stated that they were interested in securing work for others rather than themselves.

There were plenty of police on hand to prevent the "jobless" from marching from the South End to the City Hall and there was another detail on School street to break up the crowd that gathered about the hall. The demonstrators were shooed down School street to Washington, up Court and

away from the City Hall gates. Two traffic officers at the corner of School street prevented them returning to City Hall by way of Tremont street.

But while a large force of police were dispersing the 150 men and women through a slashing rain, Superintendent Crowley, at the request of Mayor Curley, invited the leaders of the demonstration to the Mayor's office. This committee was made up of Harry J. Canter, who served a year at Deer Island for criminally libeling former Governor Fuller; Samuel Winn of Carlisle street, Roxbury, secretary of the committee; Stanley Johnston of Shawmut avenue, Winfield (Mike) Dwyer of Eustis street, Roxbury; James Lane of Huntington avenue, and Miss Mary Page of the West End.

Ask Free Food, Gas, Coal, Etc.

They had copies of a prepared statement addressed to the Mayor, which stated that the Unemployed Council was affiliated with the Trade Union Unity League, and set forth their proposals, which included the paying to each unemployed worker \$15 a week and an additional \$2 for each dependent; an outright appropriation of \$40,000,000 for starting this relief immediately; a reduction of all salaries of city officials, including the Mayor's to \$3000; the immediate withdrawal of the Mayor's veto on the \$1,000,000 proposed by the City Council for unemployment relief; no eviction for non-payment of rent; free gas, electricity and coal, free food, clothing and carfare for children of the unemployed and the turning over of public buildings for the use of the homeless.

"Now if this demonstration is just a bit of communistic propaganda, go ahead. I enjoy it as much as you," advised the Mayor at the outset of the interview. "On the other hand, if you are making an honest effort to help the unemployed, tell me how to do it."

The group presented their proposals to the Mayor, who stated that he believed they were agitators. He asked Johnston if he wanted a job and when this man hesitated the Mayor said: "It seems to be more profitable to lecture."

He then invited them to submit some plan to solve the unemployment problem and when they didn't answer he said, "Get to h—l out of here. My time is valuable. Go back to Moscow."

They were then requested to meet the members of the Council in executive session where Winn read the statement and explained that the "Unemployed Council" was instituted by the left wing of the labor organizations. Canter took the floor and stated that unemployment was a permanent situation and they believed that insurance should be provided for all workers who lose their jobs.

Councillor Francis E. Kelley wanted to know how many of their members were citizens, and Winn replied that he had no way of telling. He told Councillor Laurence Curtis that the Unemployed Council was run by an executive committee who were appointed last year. Councillor Robert Gardiner Wilson, Jr., asked if they had applied to the welfare department for relief and inquired of Winn and Canter how many of their members would work three days a week for \$5 a day. Neither were able to furnish any names of prospective workers. Canter said he was employed and that they were interested in doing something for the other thousands of people who were out of work.

JAMES M. CURLEY
11TH DIST. MASSACHUSETTS

COMMITTEE ON APPROPRIATIONS

Congress of the United States
House of Representatives
Washington, D. C.